The Daily Colonist.

VOL. LXXXVI. NO. 61. VICTORIA, B. C., MONDAY, AUGUST 19, 1901. FORTY-THIRD YEAR

THE STEAMER "ISLANDER" LOST

STRIKES ON AN ICEBERG

Off the South End of Douglas Island, and Foundered in 40 Fathoms of Water In Less Than 20 Minutes.

SIXTY-FIVE PASSENGERS DROWNED

The steamer Islander, the flagship of the C. P. N. fleet and the largest and fastest passenger steamer on the Victoria-Skagway route, collided with an iceberg off Douglas Island, Alaska, while on her way south with the largest number of passengers that she has carried since she was replaced on the run a few months ago, and sank within fifteen minutes after striking. Capt. Foote, her master, and about 65 persons, including passengers and members of her crew, were drowned. The steamer left Skagway on the evening of Wednesday last, and was proceeding out of Lynn canal when the collision occurred. Most of the passengers and those members of the crew who were in bed were rudely awakened by the shock. The majority got out on deck in time to be saved in the boats, which were quickly manned, but a large number went down in their staterooms. Some of the survivors arrived here last evening by the steamer Queen, which passed over the scene of the appalling disaster on the following evening, and picked them up at Juneau, to which city they had been taken. The news came as a terrible blow to the citizens of Victoria, many of the lost being well known and having families in this city, and was particularly sudden, as the steamer had been expected and many were awaiting her arrival when the Queen came in with the news. It was impossible last night to obtain a complete list of the dead, as Purser Bishop remained at Juneau to attend to the forwarding of the passengers and kept the ship's papers with him. He sent a letter to Mr. Vincent, secretary of the company, but gave but a few names of those who had been lost, and no details of the wreck. The officers and passengers who came down were likewise unable to give any but a very incomplete list. The story of how the accident occurred and the experiences of those on board is given in interviews with those who arrived. They all estimate the loss of life at about 65, and give the greatest praise to the officers for the manner in which they acted under the most trying circumstances. The officers, on the other hand, state that had the passengers not rushed the boats the loss of life would have been very small, if, in fact, any at all were lost. The survivors were landed on Douglas Island, and the mate was sent to Juneau for help, the steamers Flossie and Lucy responding and taking them to Juneau.

It is estimated that about $275,000 in gold dust went down with the steamer. Of this about $100,000 was carried by passengers, Mr. H. Hart, of Dawson, who has been mining in the Klondike for some 16 years, having $35,000. A small amount of the precious metal was saved. Two pokes containing $10,000 was left in the purser's safe, the balance in his possession being returned before the steamer sank.

The city council of Juneau acted in harmony with open hearts and level heads secured Decker's hall which was hastily converted into a lunch room and resting place, where cold, nerve-shattered unfortunates from the wreck could warm up with hot coffee and suitable foods. The words of commendation and gratitude from the men and women of the rescued party for the opening of Juneau homes; the words of sympathy; the extended help in substantial ways, proves that the people of Juneau hold good the reputation for generosity in meeting an emergency of this kind.

LOST AND SAVED

PASSENGERS LOST.

DR. JOHN DUNCAN, of Victoria.

MRS. ROSS, wife of the Governor of Yukon Territory, her child and niece.

E. MILLS.

MR. BELL, of Victoria.

MRS. (CAPT.) NICKERSON of Victoria.

ANDREW KEATING, of Kokisilah, and his two sons, aged 22, and JULIUS, aged 20.

J. A. BETHAM, of Vancouver.

MRS. J. L. WILCOX, of Seattle.

J. M. DOUGLAS, of KELLY, DOUGLAS & Co., Vancouver.

MRS. PHILLIPS, wife of DR. PHILLIPS, of Seattle, and child.

CREW LOST.

CAPT. H. R. FOOTE; leaves wife and family.

HORACE SMITH, second steward.

S. J. PITTS, cook.

A. BURKHOLDER, oiler, son of W. H. BURKHOLDER, of Victoria.

A. BURK, oiler.

J. HATCH, fireman.

J. PORTER, coal passer.

G. MORAN, coal passer.

KENDALL, saloon watchman.

JOE BEARD, second pantryman.

TWO WAITERS.

GEORGE MILES, barber; leaves wife and two children, also mother, MRS. LAWSON of Johnson street.

V. LAW.

M. P. JACK.

LIST OF SURVIVORS.

R. A. Belcourt, M.P., Ottawa.
C. C. Ray, Ottawa.
R. Bowman, wife and son, Vancouver.
H. H. Morrison, Dawson.
Charles Doyle, Fort Cudahy.
Geo. Doyle, Fort Cudahy.
Virgin Doyle, Fort Cudahy.
Arthur Longmake, Fort Cudahy.
H. Roal, Dawson.
W. H. Smith, Vancouver.
H. W. Henderson, Dawson.
H. H. Hart, San Francisco.
J. E. Brown, San Bernardino.
G. O. Le Blanc, pilot, Victoria.
Allan J. Walker and Wife, Skagway.
R. W. Highon, Victoria.
J. Denny, 4th engineer.
H. Fraser, 3rd pantryman.
C. H. L. Sherman, mounted police, White Horse.
G. H. Walter, mounted police, White Horse.
R. J. Marsh, W.P. & Y. Ry.
Geo. W. Sargison, steward, Victoria.
J. L. Cotter, mounted police, White Horse.
Louisa Bertha, Dawson.
L. Goss, Seattle.
J. O. Snodgrass, Dawson.
W. Dickey, Seattle.
Geo. Ferry, quartermaster.
Owen McLaughlin, wife and child, Skagway.
L. J. Dee, Cariboo Crossing.
E. C. Flint and wife, Dawson.
J. C. Henderson, Skagway.
E. Everett G. Young, Vancouver.
—. Olean, coal passer, Victoria.
John Kochsvar, Dawson.
B. Caster, sailor C.P.N. Co.
A. C. Fraser, Vancouver.
Joe Kochver, Dawson.
Charlie Ross, Dawson.
William Zaha and wife, Dawson.
T. R. Robertson, Skagway.
Mrs. Gertrude Whitmore, Tacoma.
E. M. Green, Seymour st., Vancouver.
S. Jameson, Russ House, Vancouver.
Mrs. E. Mills, Dawson.
George Peddecomb (or Rubbicomb), Tacoma.
J. W. McFarland, Atlin.
L. Gill, Vancouver.
F. Didish, Rosine, Wisconsin.
Russel Wilkinson, Leamington, Ont.
J. L. Wilcox, San Francisco.
Miss Green, Tacoma.
L. T. Maxwell, Seattle.
R. M. Wright, Willow, N. D.
J. Daniels, Seattle.
L. S. Robe, Dawson.
E. M. Dennis, Dawson.
J. G. Morgan, Winnipeg.
H. Daglish, Atlin.
F. Knowles, Atlin.
S. Appleboun, Dawson.
Capt. McFarland, Dawson.
Geo. Spence, steward's department.
Ed. Hudson, coal passer.
Daniel Stewart, fireman.
Geo. Nash, fireman.
Wm. Chalmers, steward's department.
Harvey Lacey, Seattle.
M. Blumauer, Portland, Ore.
John Dickson, C.P.N., Victoria.
H. M. MacBeth, Portland.
Three Chinese.
Dick Morrisey, fireman.
Pat Lavin, fireman.
J. McDonald, fireman.
H. Hansen, Dawson.
N. Dickey, Seattle.
H. H. MacDonald, deck-boy.
R. Taylor, deck-boy.
P. Castleburgh, Dawson.
Wm. Neelands, Dawson.
J. D. Yeaman, Dawson.
F. H. Brown, Dawson.
F. G. H. Bowker, Vancouver.
F. F. McNaughton, White Horse.
E. G. Carlson, Seattle.
J. D. Snider, Seattle.
Noble Johnson, St. Mary's Ont.
Geo. Powell, 2nd mate.
Wm. N. Powers, Eagle City.
O. L. Spinks, Dawson.
Dr. Phillips, Seattle (wife drowned).
A. L. Brownlee, chief engineer.
H. F. Bishop, purser.
Geo. T. Brown, Dawson.
E. P. Ridgeley, Dawson.
J. A. Dean, Cariboo Crossing.
A. C. Belch, Dominion Creek.
Capt. Chas. Harris, Victoria.
J. F. Comfort, Dawson.
H. S. Herbert, Dawson.
J. K. Devlin, Porcupine,
W. G. Preston and wife, Seattle.
H. A. Brigham.
J. G. Stevens.
M. Emphey.
W. Pigeon.
Anton Krishe, Dawson.
K. B. McLennan, Vancouver.
Jack Kochyer, Dawson.

OFFICIAL'S OPINION.

Believes That the Estimates of the Loss of Life Is Not as Great as Stated.

Geoge McL. Brown, executive agent of the C. P. R., and a director of the C. P. N. Company, who was in the city when the news of the wreck reached here, said in an interview last night, after having talked with the officers who returned and the passengers: "The purser is remaining in the North to attend to the forwarding of the passengers, and he retains the ship's papers. It is therefore impossible to give an exact list of those lost, but from the fact that 113 were saved, the number lost cannot be as great as has been stated. In my opinion, the loss of life will not exceed 20."

There were 107 passengers on board of the steamer when she left Skagway, according to the best authorities; the crew numbered 61, and there were four or five stowaways, making a total of 173 people, so at this rate the loss would be 60. Mate Neurotsis said the lost numbered 65, of whom 16 were members of the crew; three stowaways, four passage workers. But others say there were more than five stowaways and five children, who were on board were not on the list.

Another estimte of the number on board is 77 first-class passengers; 30 steerage passengers; 30 second-class; 61 crew; five working passage; eight stowaways, and five children.

HAPLESS VICTIMS

THE DEAD CAPTAIN.

Has Been o nVictoria-Owned Steamers for Eleven Years.

Capt. Hamilton R. Foote, the master of the steamer Islander, who was lost in the disaster, was born in Dublin, Ireland, in 1858, and was in the steamship service out of European ports for several years, afterwards coming to America, and serving on Lake Ontario. It was in 1890 that the late mariner came to Victoria, and was in command of the steamers T. W. Carter, Spinster and Mischief. He commanded the steam schooner Mischief when that vessel acted as tender to the British Columbia sealing fleet in the Behring sea, and made a number of trips to Alaska on the Mischief. In 1893 he took the Mischief to St. Michael with the first cargo of British goods, which had been landed there since the Russian occupation, nearly thirty years before.

When he went into the C. P. N. service, Capt. Foote was in command of the steamer Willapa and other vessels on the West Coast route, and during the rush to Alaska he was transferred to one of the vessels operated by the company to Lynn canal. He was master of the steamer Danube until when the fast liner Islander was placed in service some months ago, he was given command of her. He had been fortunate heretofore, the only accident to any steamer in which he was in command being the stranding of the steamer Danube one dark night in Victoria harbor, when that vessel struck on the rock now being removed by the Dominion government employees.

Capt. Foote was a prominent yachtsman and had always taken much interest in yachting matters. He was the first commodore of the Northwestern International Yachting Association, which is composed of the various club of British Columbia and Washington, and had held office as treasurer of the association. He had offered a special prize in connection with the coming exhibition for the best model of a yacht by a boy under fifteen years of age. He was very popular not only among his fellow-mariners and the traveling public, who came in connection with him, but with all who knew him, and the news of his death will be received with sadness by many.

DR. JOHN DUNCAN.

One of Victoria's Leading Physicians Among the Number Drowned in Disaster.

A passenger who came down on the steamer Queen says Dr. John Duncan, of this city, was seen standing on the deck of the steamer just before she sank, with a life belt on, and it believed that he went to endeavor to save Mrs. Ross, her child and niece, and in doing so lost his life. Another said that the Doctor was advised to jump into the water, but refused to do so. He had made no attempt to get into the boats, but had assisted others to do so. Dr. Duncan had been a resident of this city for a number of years, coming here as surgeon to C Battery. He secured quite a large practice here, but latterly had turned his attention to his mining some valuable claims a couple of years ago. He was returning from the mining district when the accident occurred. He leaves a brother, who practises in Dawson.

SOME OF THE VICTIMS.

Andrew Keating, the Millionaire of Kokisilah, and His Two Sons Drowned.

Among those who were lost was Mr. Andrew Keating, the millionaire, who makes his home in Kokisilah, Los Angeles and Victoria, and his two sons, Arthur, aged 22, and Julius, aged 20. They had been North on a pleasure trip and were on their way home. After retiring they were not seen again. A widow, four sons and two daughters, all resident at Kokisilah, survive. Mr. Keating made a fortune in South America, and latterly spent his time traveling along the Coast, taking up his residence at different places for short periods. While in Victoria he resided on Douglas street, near Princess Avenue.

W. G. Preston and bride were not drowned, as stated in the first reports. Mrs. Ross is a daughter of Mr. McKay, of Kingston street, in this city.

Mr. J. H. Douglas was a member of the wholesale drug firm of Kelly, Douglas & Company, of Vancouver.

A. Burkholder, one of the oilers who lost his life, is a son of Mr. W. H. Burkholder, of Caledonia avenue.

George Miles, the barber, is a native son of Victoria. His mother, Mrs. Lawson, resides on Johnson street, and besides he leaves a widow and two children. He was employed for a number of years by George Russell, the Yates street barber.

A medical man who arrived by the Queen said that many had died after being taken out of the water from exhaustion and the cold, and that others were resusitated after hours of hard work. Others again were taken with cramps while on the rafts and died from the effects of them.

Thirteen bodies were taken out of the water on Thursday last. Some are being buried at Juneau and other will be sent south.

THE SURVIVORS

PASSENGERS' EXPERIENCES.

Some Men Left Their Gold and Others Tried to Take It.

A number of the passengers tell of thrilling experiences during the disaster to the Island. Mr. A. Brumbauer of Portland, who was bringing out a satchel which contained $14,000 in Klondike gold, rushed up on to the upper deck when the boat was settling by the head, and Capt. Foote told him that there was little danger. Soon, though, there was a rush for the boats, and when he was boarding the lifeboat he was afraid to throw his satchel of gold down from the deck into the boat before sliding down into a place, for fear that the weight of the gold would stave a hole through the bottom of the lifeboat, and thus cause the loss of the lives of those who were in the boat as well as loosing his own chances of safety. He concluded to abandon his gold, and dropping his satchell on the deck, he slid down into the water and was hauled into the boat, thankful to have his life saved, though he lost his gold.

Sam Startem, a Winnipegger, also dropped a satchel laden with $4,000 in gold, and a friend lost his portmanteau with $3,000 in gold in it, and each escaped to tell the story, while one man who had just come out from the Klondike—his name cannot be learned—is reported to have taken his portmanteau from the care of Purser Bishop and with his grip containing gold dust amounting to over forty thousand dollars grasped firmly in his hands, jumped from the sinking steamer to the boat lying close by, and failing to reach the boat, he went down together with his treasure to rise no more.

U. S. Consul A. E. Smith, who was a passenger on the steamer Queen, having gone North on a holiday trip, saw Dr. Phillips, of Seattle, at Juneau. Dr. Phillips told him that although he had escaped with his own life, he had lost his wife and child. The Doctor insisted that no one called at his stateroom, but he felt the sudden stoppage, and says that his wife told him to get up and see what the cause of the stoppage was. He demurred at first, but hearing people moving about quickly, he dressed and told his wife to dress as quickly as possible. They all got out of their staterooms as quick as they could, and as they got on deck the steamer was sinking. Before they could jump off they were caught in the suction caused by the ventilating shaft, and his wife and child shot down, and he himself was drawn into the ventilating shaft, but his head caught and prevented him from being drawn down to death with his wife and child. His eye was severely cut when he was caught in the ventilator.

Dr. Philips says he went down with the steamer and caught hold of some wreckage, and finally was found floating with the debris and helped ashore, where he was resusitated after difficult work. When he came to, the bereaved Doctor called for his wife and child, and soon his little girl's body was brought to him. He told Consul Smith that he would not leave Juneau until his wife's body was brought to him.

Hon. N. A. Belcourt, M. P., from Ottawa, who was one of the passengers saved from the wrecked Islander, brought down by the steamer Queen, says that he had dinner with Dr. John Duncan the evening before the calamity. He had been feeling unwell and was up to midnight, when he saw Capt. Foote with a number of other passengers in the dining room. When the accident occurred he was asleep, and the shock awoke him and his friend, Mr. George Ray, of Ottawa. No one came to arouse them. He says that they could not open the door of their room and had to break their way out through their window. Mr. Belcourt jumped into the lifeboat from the upper deck and fortunately alighted safely. Both he and Mr. Ray did yeoman service in restoring the persons rescued from the icy water.

Passengers who arrived on the steamer Queen say that as the tide returned on Thursday morning after the disaster, a large quantity of debris from the wreck arose to the surface, and drifted on the shore. The wreckage included parts of the cabin floor and staterooms, also trunks and baggage.

The Indians were early on hand, and with axes they smashed trunks, stole articles of value and carried off boatloads of valuables, no one caring to stop them.

While the Queen was en route down to Victoria, a concert was given on board on Saturday evening for the benefit of the sufferers, and the sum of $333 was raised and place din the hands of U. S. Consul Abraham E. Smith, of Victoria, B. C., who was a passenger on the Queen, for distribution among the most needy.

PASSENGERS' EXPERIENCE

One of the Survivors Says the Crowd Was Orderly.

E. M. Green, of Vancouver, who went North by way of St. Michael in June, said that he was awakened by a steward shortly after two o'clock and went on deck. There was a large crowd of people around the boats, but they were very orderly and there was nothing like a panic. He saw that there was no possible chance for him there, and securing two life belts, which he buckled on, he went forward with four or five others and launched a life-raft. As they were putting it over the rail a man jumped on, but they compelled him to get off, and then got the raft in the water without difficulty. About fourteen people got on the raft. When they left the ship there was fully two feet of water over her forecastle deck. They shoved clear about 12 feet, when they heard a noise like a slight explosion. He does not think the boilers exploded, for there was not enough wreckage in sight. The raft drifted towards the stern of the ship about 25 feet, when the stern was lifted high in the air, fully 25 feet, and the ship slid forward and went down bow foremost. This movement of the ship kept the raft from being dragged down with the suction of the sinking vessel. The raft was very deep in the water and kept swinging and tilting, but every one managed to hold on. They were in the water about two hours, when a boat came out and took them ashore. They saw another raft with about eight people on it, and they were all saved. One of the people on this raft said that he saw the captain jump from the ship as she was going down. The night was somewhat foggy, so much so that they could not see the land from the ship, although it was only three-quarters of a mile away. The boats were able to find their way ashore by the sound of a little waterfall. When they were on the raft an iceberg passed them, but he does not think it was the one the steamer struck. It was about six feet high and twelve feet long. He heard one man say that he lost $50,000 in gold. He did not think the ship remained afloat twenty-five minutes after he was awakened.

A sad incident was that of a man and his wife, who had been some years in the Yukon, and had amassed a little fortune, which they were coming out to enjoy. When the boats were being launched, the lady was taken in, but there was absolutely no room for the husband. He went down with the ship. She was saved with the others in the boats, but had absolutely nothing left but her night clothes.

On the morning after the wreck a door drifted ashore with a little dead child holding to it. The little one had a life belt on.

STORY TOLD BY THE PILOT

Captain LeBlanc Who Was On the Bridge At the Time Tells His Story of the Appalling Disaster.

THE PASSENGERS RUSH THE LIFEBOATS

Capt. LaBlanc, pilot of the wrecked Islander, who was on the bridge and in charge of the steamer at the time of the wreck, tells of the disaster as follows: He says the steamer left Skagway at 6:30, Skagway time, 7:30 Victoria time, and although it was blowing strong, and dark, and a bit cloudy, it was a good night for traveling. The stars could be seen through the gaps in the clouds—in fact, it was a fairly good night. The Islander was going along at nearly full speed, making fourteen knots. At 2:30 on the morning of Thursday, the 15th, without any warning whatever, she struck a piece of ice, how large it is impossible to say, for no one saw it. The officers had expected to meet ice, but, said Capt. LaBlanc, like all others running steamers to Alaskan ports, they figured that any piece of ice that could not be seen could not do any damage to speak of.

Capt. LaBlanc was standing on the starboard side of the Islander's bridge at the time of the accident with his night glasses, and was looking along the steamer's course for ice. Just before the steamer struck he had seen a piece of ice on the starboard bow and had cleared her, and was looking for any other bergs that might be there, but nothing was to be seen of any ice, and not until the vessel struck was he aware of the proximity of the ice. He did not see the ice after the vessel struck. As soon as the crush occurred, he rushed to the port side of the bridge, but saw nothing, for the small berg which brought death in its wake for many of those on the steamer, had completely disappeared under the vessel. The crash was not a heavy one—in fact, Mr. LaBlanc says, he has struck logs which have caused more concussion.

Capt. LaBlanc immediately rang for the engines to be stopped, and hardly had he done so when Capt Foote came running on to the bridge from his room. Capt. Foote had been below. Soon after Capt. Foote reached the bridge the night watchman ran up from the lower deck and reported that the steamer was making water forward.

Capt. LaBlanc asked the watchman if the steamer was making much water, and the watchman said, "She is filling!" Capt. LaBlanc describes what happened then as follows:

"I realized that we must put the steamer ashore at once, and after ordering the helm hard a-starboard, I rang for both engines to go full speed ahead. As I did so, I told Capt. Foote that it was our only chance to put her on the beach. Capt. Foote did not seem to realize the danger, and he said to me, 'I don't think we'll beach her here, for the beach is too steep. We'll run her back to Hilda Bay, and the ship can be saved if we put her on there.'

"Seeing at that time that the steamer was settling down by the head, I urged Capt. Foote not to go to Hilda Bay, but to beach the steamer right where she was, which was about three-quarters of a mile, or it may have been a mile, from shore, on the east end of the south shore of Douglas Island. Capt. Foote, though, seemed to think that the vessel might be got to the better beach at Hilda Bay, but then seeing for himself how the steamer was taking water, he ordered her to the beach at once.

"When he saw how she was settling, and he made up his mind to go ashore, several minutes had been lost, for after I had rung to the engines for full speed ahead, they had been stopped again. Then when Capt. Foote decided to put the vessel on the beach, I rang for full speed ahead again, but the steamer had taken too much water, and she was so much down by the head by reason of the incoming water that her stern was thrown high up and she would not answer her helm. She ran around, not answering the helm at all.

"I heard the mate's voice on the upper deck about then, and I called to him, 'Clear away the boats!' He answered, and began to obey the order immediately. I went to his assistance as quickly as possible, and all hands there, two mates and a sailor, assisting, we quickly got the boats out.

"There was a rush of passengers to the upper deck. All were excited. They at once took a hand in the work of getting the boats out and the majority of the men rushed the boats. There was no thought for the women or children, but these men rushed to the boats and cut away the tackles and ropes and crowded into the boats. Had there not been such a rush of passengers, I believe that we would have saved the majority if not all of the passengers, although the time was short. There was room for all, though, in the boats and on the rafts, and had the passengers not acted on the principle of every man for himself, as the majority did, the tale of dead would probably not have been so large. They clambered along the chains, loosed away the tackle, and crowding in, were eagerly shouting, 'push off!'

"I saw one fellow, I don't know who he was, waving a hatchet and threatening to kill anybody who attempted to crowd into the boat which he was standing by. There was much excitement on both main and upper decks.

"As for the crew, they behaved well, indeed. They could not have behaved better. Capt. Foote did not leave the bridge until the water practically lifted him off. All thought of the passengers and looked to their safety before seeking to save themselves. The boats were all got off safely without any being injured or swamped.

"The steamer was then fast going down by the head, and after the boats had left the steamer, we got out the two rafts, which were left on the upper deck. We turned our attention to these and one we launched over the port side forward, and the other was thrown over the starboard quarter aft. All the people left on board by the departed boats made a rush for the rafts. On the forward raft on which I was there were about 25 people.

"I did not get on to the raft until she had been launched. She got away from the steamer before I could get a life belt, and while I was running to secure a life preserver, the forward part of the steamer went under, carrying away the raft. I then launched myself from the steamer's side and swam out to the raft. This raft was very much overloaded and upset several times. Capt. Foote was on the forward part of the raft, while I and Second Mate Powell were hanging on to the stern. Steward Simpson was with Capt. Foote, and I did not see them after the raft upset, and do not know whether they regained the raft, for I, together with Second Mate Powell, left the raft and struck out through the water in search for wreckage or something else to support ourselves. Powell went in one direction and I in the other. I found a piece of wreckage big enough to support six men, and I was so badly exhausted that I nearly failed to get on top of it. Ultimately, though, I managed to do so. I don't know how long I was in the water, but when I climbed up on the wreckage I noticed that it was then daylight.

"While I had been fighting for my life in getting on board the wreckage, it seems that a boat had put out towards me, and when I was on the timber I saw it coming. It took me off and landed me ashore with the other survivors, and with them we were well taken care of by the people.

"I sent Mate Neurotsis to Juneau in one of the steamer's lifeboats, and later, fearing that he would loose his way in the fog then prevailing, I despatched Capt. Charles Harris, the well known sealing man, who had been in command of a river steamer, and was homebound to Victoria, to Juneau, with a boat's crew. On the arrival of the boats at Juneau the steamers Flossise and Lucy were despatched to our assistance and we were all taken to Juneau. The people of Juneau were very good to us, supplying us with clothing, food and bedding, and resusitated the sufferers from exhaustion.

"As far as I can judge from the manner in which the steamer acted when she did not answer her helm, the Islander went down in about 23 fathoms of water. Soon after we left her she foundered, and as she went down there was a rush of air and water, which carried away the woodwork and threw up a cloud of debris. I do not think the boilers exploded. The splintered woodwork thrown up would undoubtedly be caused by the rush of air and water through the steamer as she went down. The ice which sunk her struck her on the forward port bow, just at the watertight bulkhead, and carried away the bulkhead. She foundered in, I should judge, about eighteen or twenty minutes. I did not learn lefinitely how many were dead, but in looking over the lists at Juneau with the purser, we figured that the lost must number about 41 or 42."

Capt. Le Blanc is confined to his bed as a result of the privations endured by him at the time of the disaster.

(Continued on Page Four.)

The everlasting topic
Blue Ribbon Tea
Are you drinking it?

Many Vessels On the Way

Quite a Fleet Now Bound Here to Load Lumber Cargoes.

Another Salmon Ship Arrives—Puebla Reaches Port From the South.

Another of the fleet of salmon ships has arrived to await until the salmon pack is complete before commencing loading for England. The Combermere has reached Port Townsend from Callao, and will be towed from there to the Fraser to await loading. She makes the third vessel of the fleet to arrive, the Blythesood being at Esquimalt, the Largo Law at Vancouver, and the Red Rock, now 137 days out from Liverpool, with a general cargo, is expected here.

There is quite a fleet of vessels en route to the Royal Roads for salmon and lumber and with cat for this province. The Battle Abbey is due from Honolulu, which port she left on July 20th for Esquimalt, where she is to be hauled out for repairs before proceeding to Burrard Inlet to load lumber. The Republic, which left Honolulu about the end of July, is also expected shortly to load lumber. When she was last here she arrived one Sunday morning about a year ago in company with the Empire, which has been destroyed by fire at Mahukona, and the Ardnamurchan and Fiery Cross.

There is quite a fleet en route to load lumber at Barrard Inlet mills. The steamer Salfordia is to come there next month to load part cargo of lumber, and five sailing vessels are under way being chartered to load lumber. The ship Ivy is coming from Shanghai; the schooner Sehome is coming from Honolulu to load for Iquique; the Benjamin Sewell left Shanghai in the early part of July en route here; the ship City of Hankow is en route from Hololulu to load for Port Pirie, and the bark Rose, now en route from Freemantle to Shanghai is to come from the Chinese port to load at Burrard Inlet.

The steamer Crusader is expected at Vancouver about the end of September from Java with a cargo of five thousand tons of sugar for the British Columbia sugar refinery, and the Matterhorn is bringing a cargo of nitre from South America. Another cargo ship has also been placed on berth at Liverpool for Victoria, R. Ward & Co., announcing the charter of the Italian ship Macdiamid, which arrived at Liverpool on July 15th, from Rotterdam to load for British Columbia. Besides the Red Rock now about due, R. P. Rithet & Co. have also the Garsdale, now 75 days out from London and the Alexander Black, now 116 days out from London, en route here with general cargo.

FROM SAN FRANCISCO.

City of Puebla Reaches Port From the South—A Tale of Threatened Collision.

Steamer City of Puebla, Captain Jepson, arrived from San Francisco yesterday afternoon after a good passage, which was pleasant and devoid of interest. Because of her delay in sailing owing to the strike at San Francisco, her passenger list was much smaller than ordinarily, only 140 northbound passengers, of whom fifteen saloon passengers and several steerage, debarked at the outer wharf. The Puebla brought a fair cargo, and landed an average amount of California fruits and general merchandise for Victoria consignees, whose names are given in another column.

For a few hours after clearing the Golden Gate, fog was experienced and, according to an unconfirmed report published by the evening paper, a disaster is said to have been narrowly averted. A south bound craft is said to have crossed the bow of the Puebla at exceedingly close range. The steamer was brought to a stop, says the evening paper, and thus a collision was averted. According to a number of passengers who called at the Colonist office to deny the truth of the this story, one of whom was F. L. Elworthy, secretary of the Board of Trade, who returned by the City of Puebla from a vacation spent in California, somebody's dream factory seems to have been working overtime or an impressionable reporter must have been listening to fairy tales. Mr. Elworthy said that after the care exercised by the officers of the steamer, it was most unfair to the steamship company to circulate such a canard. There was a slight fog after leaving San Francisco, he said, but during the whole time the steamer's whistle was kept blowing, and if "a calamity that might have sent two vessels to the bottom came within an ace of occuring," he would undoubtedly have heard of it. Several others also denied the story. The City of Puebla will sail again for the south on Thursday. The Walla Walla has not sailed from San Francisco yet.

A LARGE CARGO.

Guernsey Taking Three and a Half Million Feet of Lumber to the Orient.

Steamer Guernsey arrived off the outer wharf last night with a very large cargo loaded at Vancouver. On her last voyage from here to the Orient, the big Norwegian tramp turret steamer carried a record cargo, having on board three million and a half feet of lumber, and on this occasion she has loaded an even larger cargo than that carried across the Pacific on her last voyage. She leaves here for Nagasaki, Japan, and after unloading part of her cargo there, proceeds to Shanghai, and after unloading another portion of her cargo at the Chinese port, she goes to Manila with the balance. The Guernsey is the steamer which, on her way here from Nagasaki, lost her propeller and shipped another one at sea after a most difficult and seldom equalled engineering feat.

EXCURSION STEAMERS.

Charmer and Yosemite Bring Odd Fellows From the Mainland.

Steamers Charmer and Yosemite yesterday brought a number of Odd Fellows from the Mainland. The Charmer left Vancouver yesterday morning at 8:30 o'clock, and arrived here with colors flying at 1:30 p. m., with over 200 Odd Fellows, who came to enjoy a short visit to this city. About 7:30 p. m. the steamer Yosemite arrived and she had over a hundred more Odd Fellows, who came to join those who arrived earlier in the day. The majority of the Odd Fellows will leave for the Mainland at 6 o'clock this morning, when the steamer Yosemite sails from Turner, Beeton's wharf.

SEVERAL STEAMERS DUE.

Islander From Skagway, Queen City From West Coast, Tees From Naas.

Three C. [illegible] N. steamers are due today. The [illegible] the pride of [illegible] fleet, is [illegible] to arrive this afternoon from Skagway, the Queen City is [illegible] [illegible] before nine o'clock [illegible] of her [illegible] this season [illegible] about [illegible] 4:30 [illegible] is probable. The schedule has been made by the Islander to within an hour on her past three trips from Skagway.

MARINE NOTES.

Steamer Queen is due on Tuesday from Alaskan ports and will sail again for the north on Saturday next at 6 a. m.

R. M. S. Empress of Japan sails for the Orient on Monday. W. G. Frost, her sixth engineer, will go out on her, he having gone East on a visit to his family in Montreal, and to take in the Buffalo and Glasgow exhibitions.

R. M. S. Moana sails for Honolulu, Brisbane and Sydney on Friday.

R. M. S. Empress of China, who is due here on the 27th, is bringing among her passengers, W. Whyte of the C. P. R., who went to Russian Asia to investigate the possibilities of trade with Siberia. If the trade warrants it the C. P. R. are said to have in view the establishment of a line of steamers between British Columbia and Vladivostock.

Steamer Selkirk, which is employed by the Admiralty at Esquimalt as a tender to the engineers employed in laying mines there, was in the upper harbor on the beach yesterday, having a new wheel fitted.

Esquimalt was not long without a man-of-war, for the cruiser Icarus had been but one day on her voyage southward when the cruiser Amphion returned from her cruise. She went to Vancouver, and was present there during the Street Carnival, after which she went to the West Coast, and returned yesterday morning from Barkeley Sound, where she was last reported on Thursday. The flagship Warspite is still at Comox.

Steamer Trader, the recently built freighter, is taking the place of the steamer City of Nanaimo, which vessel replaces the Joan during the cruise of that vessel to Skagway and the points of interest in Northern British Columbia, with the Premier and his guests on board. The Joan is expected back from the north about the end of the coming week.

Local News

Council of Women.—The local council of women will hold a meeting at the city hall tomorrow afternoon at 2:30.

Committee Meeting.—A meeting of the sports and races committee in connection with the fall exhibition will be held at the city hall on Monday evening.

Case Remanded.—The hearing of the charge against Dan Mills of assaulting a Chinaman was called in the city police court yesterday, but remanded until Monday.

Band Concert.—The Fifth Regiment band gave a concert at the Oak Bay hotel last evening, a large number going out to enjoy the music and the balmy weather of that popular resort.

Lost a Necklace.—While a lady was going down to board the steamer Charmer last night for Vancouver, she lost a pearl necklace valued at $48. Search was being made early this morning for the lost necklace.

Again Remanded.—The "cow case," as the case of Thomas Alexander, charged with keeping more than the allotted number of cows within the city limits, has come to be known, was yesterday remanded for another week by Magistrate Hall.

Heating Apparatus.—The department of public works, Ottawa, is calling for tenders for supplying and placing in position heating apparatus in the public buildings at New Westminster. Tenders will be received up to August 31. Plans and specifications can be seen at the office of William Henderson, superintendent of public works for the province.

Military Supplies.—Col. Grant, commanding the troops at Esquimalt, is calling for tenders for the following supplies for the use of the troops at Esquimalt and military outposts for the year commencing October 1, the tenders to be in by September 6: Bread, biscuit and flour, meat, forage and Paillasse straw, hospital supplies (groceries, milk, fowls, vegetables, etc), coal, wood, oil and wick, washing and repairing bedding, etc.

Inquiry Closed.—Judge Harrison, the commissioner appointed by the government to inquire into the charges against the officials at the New Westminster jail, returned from the Mainland last evening, together with Sergt. Murray, of the provincial police, who represented the government at the inquiry. As stated in the telegraphic despatches, the inquiry has been closed and the commissioner will now prepare his report to be presented to the government.

At Kanaka Ranch.—The choir of the First Presbyterian church held an enjoyable picnic at Kanaka ranch yesterday. About fifty picnickers left by the 1:30 car from the city and proceeded to Little Kanaka Ranch, where games were held, and ladies and gentlemen took part in foot races, three-legged races, and the usual programme of sports which while away the time at such gatherings, and after a tempting tea, at which over fifty sat down, the remainder of the evening was given over to a concert, the programme of which was contributed by members of the choir. The picnickers returned to the city about 10 p.m.

Prize List Issued.—The prize list has just been issued from the presses of the Colonist Printing & Publishing Company, which has been compiled and published by Frank A. Mackenzie for the B. C. Agricultural Association, will doubtless attract considerable attention, for the book is a good one, and replete as it is with illustrations and interesting matter over and above the data pertaining to the competitions in the various classes at the exhibition, it will be widely read. Some ten thousand copies have been printed, and they are to be widely circulated. As there is among other articles an interesting descriptive essay on Victoria and vicinity, this widespread distribution of the well-printed book, will be of especial value to this city. The main features of the prize list, and the full list of special prizes offered for competition appeared in detail in the Colonist several weeks ago.

Sale Worth Attending.—On page eight of today's issue a column and a quarter advertisement appears, in which the articles to be sold at the auction sale of Hon. J. H. Turner's furniture at his residence on Pleasant street, next Wednesday, are described by the auctioneer. Drawing-room, hall, library, bedrooms, kitchen, lawn and stables—in each and every department of the residence the articles to be sold are grouped in their class and placed comprehensively before the eyes of any intending purchaser. The auctioneer calls special attention to this sale as comprising the finest and most varied effects that have been sold at any auction yet held in the province. Much of the furniture has been in use for several decades, although it shows little sign of its long usage. Catalogues are being issued, which are on sale at 25 cents each—which money is to go towards the fund being raised for a maternity ward at the Provincial Royal Jubilee Hospital—and only holders of catalogues will be admitted to the sale.

Martell's Three Star Brandy is the favorite. *

OUT IN FAR-OFF MANITOBA.

The wheat is falling now,
And the strong, perspiring farmer,
Stops to wipe his fevered brow,
While the tramp sees there the notice:
"Wanted 20,000 men."
And observes, as on he passes:
"Well, I'll just drop round again."

CHARACTER IN MEDICINE

There is character in Dr. Chase's Ointment—just such character that has made Dr. Chase esteemed and admired the world over. Dr. Chase's Ointment has stood the test of time and remains today the only actual cure for piles and itching skin disease. It is the standard ointment of the world. You can rely on it just as you rely on Dr. Chase's Receipt Book, because you know that it is backed by the sterling character of Dr. Chase—America's Greatest Physician.

PASSENGERS.

Passengers per steamer City of Puebla from San Francisco: Mrs. G. McCall, G. M. Tripp and wife, F. L. Elworthy, Miss Johnson and sister, Mrs. Yorke, J. A. York, Mrs. Proctor, Annie M. Humphrey and child, L. A. Gross and wife, Miss M. Deason, G. Gowland.

CONSIGNEES.

Consignees pre steamer City of Puebla from San Francisco: Albion Iron Works, A. Maynard, A. Bancroft, B. A. Paint Co., C. A. Haynes, Colonist P. & P. Co., City of Victoria Elec. Ligt. Department, M. Hutchinson, D. H. Ross & Co., E. & N. Ry., E. E. Green, Erskine, W. & Co. F. R. Stewart & Co., G. E. Munro & Co., G. C. Mesher, G. Janelli, H. B. Co., H. S. Farrell, H. M. Newhall & Co., J. Barnsley & Co., J. W. Mellor, Johns Bros., J. Meston, I. Dickenson, McCandless, M. R. Smith & Co., N. Gowen Brew, Order Cullanan, McT. & Co., P. McQuade & Son, P. W. Dempster, Pelton Water Wheel Co., Ntfy. B. C. Elec. Ry., R. W. Clark, R. Baker & Son, R. Dunsmuir & Sons, Robt. Croft & Co., S. J. Pitts, S. Leiser & Co., Speed Bros., Saunders Gro. Co., Thos. F. Gold, Pichon & Lenfesty, Vic. Mach. Depot, Wilson Bros., W. J. Wilson, W. Norman, W. S. Fraser & Co., Wells, Fargo & Co.

Consignees per steamer Majestic from the Sound, Albion Iron Works, C. A. Schooley, G. E. Munro & Co., R. B. & Son, Berry & Stewart, E. A. Wallace, S. L. & Co., David Spencer, Hamilton Powder Co.,.

The Victoria Stock and Realty Agency

LIMITED.
Successors to
Ben Williams & Co.
Stock Brokers and Commission Agents

Telephone 233. P. O. Box 641.
10 BROAD ST. **44 FORT ST.**

TO THE PUBLIC:—

We are prepared AS YOUR AGENTS to place orders on the New York Stock and Produce Exchanges for Canadian or American Railway or Industrial Stocks, and for Wheat or Corn, either for delivery or on margins. We operate over leased wires through Messrs. Downing, Hopkins & Co., of Portland, Ore., and Messrs. E. Lobdell & Co., New York Stock Exchange.

B. H. HURST,
Secretary-Treasurer.

BEN WILLIAMS,
Mgn. Director.

Finance and Commerce

NEW YORK STOCKS.

New York, Aug. 17.—The following were the closing bids on the Stock Exchange today:

Atchison	73¾
Atchison pfd	94¾
Baltimore & Ohio	96¾
Baltimore & Ohio pfd	90¼
Canadian Pacific	110¼
Canada Southern	69¼
Chesapeake & Ohio	46¼
Chicago & Alton	37
Chicago & Alton pfd	76¼
Chicago, I. & L.	36¾
Chicago, I & L. pfd	70
Chicago & Great Western	21¾
Chicago & Great Western pfd	82½
Chicago & Great Western W. B. pfd	46¾
Chicago & Northwestern	193
Chicago, Rock Island & Pacific	140¼
Chicago Terminal & Transport	18
Chicago Terminal & Transport pfd.	38
C. C. C. & St. L.	89
Colorado Southern	13¾
Colorado Southern 1st pfd	53¼
Colorado Southern 2nd pfd	22¼
Delaware & Hudson	161¼
Delaware, Lackawanna & Western	225
Denver & Rio Grande	41¼
Denver & Rio Grande pfd	91¼
Erie	37¾
Erie 1st pfd	65¼
Erie 2nd pfd	50¼
Great Northern pfd	181
Hocking Valley	50
Hocking Valley pfd	75½
Illinois Central	144
Iowa Central	39¼
Iowa Central pfd	74¼
Lake Erie & Western	63
Lake Erie & Western pfd	123
Louisville & Nashville	102¼
Manhattan Elevated	116½
Metropolitan Street Railway	166
Mexican Central	24¾
Mexican National	10⅞
Minneapolis & St. Louis	108
Missouri Pacific	100¾
Missouri, Kansas & Texas	26¼
Missouri, Kansas & Texas pfd	53½
New Jersey Central	158
New York Central	153¼
Norfolk and Western pfd	88
Ontario & Western	33¼
Pennsylvania	144¼
Reading	41½
Reading 1st pfd	77½
Reading 2nd pfd	52¼
St. Louis & San Francisco	60¼
St. Louis & San Francisco 1st pfd.	68
St. Louis & San Francisco 2nd pfd	67¼
St. Louis Southern	28¼
St. Louis Southern pfd	61¼
St. Paul	162⅝
St. Paul pfd	187
Southern Pacific	55¾
Southern Railway	30⅝
Southern Railway pfd	85¼
Texas & Pacific	41
Toledo, St. Louis & Western	19¼
Toledo, St. Louis & Western pfd	32¼
P. C. C. & S. S. L.	70
Union Pacific	96¾
Union Pacific pfd	89¼
Wabash	20⅞
Wabash pfd	38¾
W. & L. E.	18¾
W. & L. E. 2nd pfd	31½
Adam's Express	170
American Express	191
United States Express	87
Wells, Fargo Express	150
Amalgamated Copper	113¼
American C. & F.	29¼
American C. & F. pfd	85¼
American Linseed Oil	22
American Linseed Oil pfd	81¼
American Smelting & Refining	52
American Smelting & Refining pfd	101
American Tobacco	135¼
A. M. Company	44¼
Brooklyn Rapid Transit	73¼
Colorado Fuel & Iron	96¼
Consolidated Gas	221¼
Continental Tobacco	67¾
Continental Tobacco pfd	117
General Electric	264
G. S.	54¼
Hocking Coal	19
International Paper	21¼
International Paper pfd	76
International Power	92¾
Laclede Gas	85
National Biscuit	43¾
National Lead	20¼
National Salt	42
National Salt pfd	75¼
N. American	99
Pacific Coast	64
Pacific Mail	29¼
P. Gas	112¼
Pressed Steel	40¼
Pressed Steel pfd	82¾
Pullman Palace Car	207
Republic Steel	20¾
Republic Steel pfd	75¼
Sugar	122¼
Tennessee Coal & Iron	62¼
U. B. & P. Co.	15
U. B. & P. Co., pfd	72
United States Leather	13¼
United States Leather pfd	80¾
United States Rubber	18¼
United States Rubber pfd	57
United States Steel	43¾
United States Steel pfd	94¼
Western Union	92¼

Total sales for the day, 142,500 shares.

DAILY MARKET QUOTATIONS.

(By B. Williams & Co., Stock Brokers.)

New York, Aug. 17.—The following quotations ruled on the Produce Exchange today:

	Open.	High	Low.	Close.
Wheat—				
Sept.	77⅛	77¾	77	77¼
Corn—				
Sept.	63	63¼	62¾	63

New York, Aug. 17.—The following were the closing quotations on the Stock Exchange today:

	Closing.
Amn. Sugar	122¾
Amn. Tobacco	136¼
People's Gas	112¾
Chicago, Milwaukee & St. Paul	162¾
Amalgamated Copper	113¾
Manhattan	116¼
Chicago, Rock Island & Pacific	140¼
Brooklyn Rapid Transit	72¾
Atchison & Santa Fe pfd	94¾
Southern Pacific com	55¾
Baltimore & Ohio	97
Louisville & Nashville	102¾
Union Pacific com	96⅞
Continental Tobacco	68
United States Steel	42¾
Erie	38
Wabash	28¾
Missouri Pacific	100¼
Atchison & Santa Fe com	73⅞
Western Union	92½

"Blackwood has bitten the dust," said Keedick.

"Well, he always did want the earth," commented Fosdick.—Detroit Free Press.

He—I hear that Jack Dashaway is blowing a lot of money nowadays.

She—You ought to try and get to leeward of him.—Brooklyn Life.

Dominion Trading Stamp Company, Ltd.



WE GIVE Trading Stamps



Special Notice to Collectors of Stamps.

The cases instituted by the city against ourselves and merchants using Blue Trading Stamps having been dismissed by the courts, the business of issuing Trading Stamps for cash purchases is now freed from the unfair position that it was forced into by the persecution of parties interested in their suppression.

During the past nine months the Dominion Trading Stamp Company have been under heavy expense and sustained serious loss through the existence of these long drawn out suits. However, in order that justice may be done to the merchants issuing Stamps and to the collectors, the Company will continue business with as great energy as heretofore, and already a carload of our valuable and specially selected premiums is on the way to British Columbia.

Collectors of Stamps should have every confidence in the fact that we are here to stay and are assured that they will receive in exchange for their collection of Trading Stamps articles of a value far greater than any cash discount that may be given in the ordinary way.

The next ***Regular Red Letter Day*** will be September 28th, but collectors are advised to watch for the announcement of a Special Red Letter Day prior to that date.

The Dominion Trading Stamp Company, Ltd.

COR. FORT AND BROAD STREETS.

Weiler Bros.' High Grade Furniture.

A SUPERIOR LINE OF DRAWING ROOM

CHINA CABINETS — MUSIC CABINETS — CORNER WHAT NOTS

Etc. Rich Mahogany; with Brass Ormolu Mountings, and Fitted with Bevelled Mirrors.

THE CHOICEST RANGE OF THE ABOVE GOODS EVER IMPORTED BY US

Each Piece Will Be Admired. Selection Made Easy.

Fancy Tables,
Centre Tables,



Occasional Tables,
Etc. In Great Variety.

FURNITURE DEPARTMENTS ON SECOND AND THIRD FLOORS.

J. BULL'S PETTY CASH.

Entertaining Items Dug Out of the Blue Books.

Cassell's Saturday Journal.

There is a curious side to the nation's annual bill of expenses which very few people who are not legislators or government officials ever hear about. We are so accustomed to transacting business on a gigantic scale, disbursing millions here and millions there, that the fact that the eminent and wealthy firm of J. Bull & Co., requires such a paltry, commonplace thing as a petty-cash book seldom occurs to anybody. Yet the Empire's petty cash is an indispensable feature of its daily life, and a decidedly interesting one. Payments are distrubuted of a kind which most of us never dream of. The nation's petty-cash account, as it may legitimately be termed, is called the Civil Contingencies Fund, and the various items of expenditure are published every year. Glancing through recent bills we find for instance, that it cost the Admiralty £1,941 17s. 5d. to bring the remains of the late Lord Hershell from New York to England. Lord Hershell died while in the service of his country, for which reason it was resolved to carry his body across the Atlantic in a warship free of expense to his family. We are equally thoughtful and liberal when the Sultan of Johore passed away. We conveyed his body from Penang to Johore, and the task reduced the weight of the public purse to the extent of £179 15s. 10d.

Another little bill totalled up to £7 11s. 3d—the government is nothing if not exact. The sum was spent in supplying provisions to runaway suaves who were received on board our vessels of war. They could not be left to starve, so the officers bought the food and sent the acount home. A cheque for £190 18s. 9d. went in purchasing books and papers relating to the history and public affairs of Ireland. A distressed lunatic also had the benefit of the petty-cash till. The patient was a lady sojourning in Buda-Pesth, and the government felt justified in transferring her to her native land at the nation's cost. The bill for the repatriation came to £18 15s. 1d.

Calls are, of course, frequently made on the petty cash by individuals who have been, or imagine they have been, wrongfully convicted. It is rarely, however, that the Home Secretary parts with money for this purpose, though he does so nowand again. Quite lately a man got twenty pounds out of the country for false imprisonment; another was solaced with ten pounds and a penny; a third had ten pounds while two persons received payment on account of loss incurred in consequence of erroneous arrest—in the one case £15 16s., in the other £2 17s. 3d.; £217 7s was expended last year in feeding refugees and Turkish prisoners in the Island of Crete.

Perhaps most peculiar are those items which refer to honors that are conferred by the Sovereign. As a rule, it costs a good deal of money to enjoy a title, but in some instances the favored ones are not required to pay for the privilege. Lord Cromer and Lord Pauncefote were let off in this way. The letters patent creating the former a viscount ran us into an expenditure of £200 12s.; those conferring a barony on Sir Julian Pauncefote £150 12s. The nine persons living abroad were made knights free of charge also. Their letters patent represented in £ s. d. £275 8s. In addition, £10 were disposed of on the grant of augmentation of arms to Lord Kitchener. Less expensive, however, were the two individuals who were created Knights of the Order of St. Patrick. Over them we only lost a sovereign. To the letters patent appointing a Lord Privy Seal we were mulcted of even less—twelve shillings. But the letters patent granting the rank and precedence of a widow of a Knight Bachelor to the widow of a former Speaker of the South Australian House of Assembly were expensive. They figure at a cool hundred pounds in the list.

NAVAL PAY.

Proposal That the Handy Man Should Get a Rise.

From Army and Navy Gazette.

It is true, in theory, that the pay of the army has little to do with the men of the navy; also that the men are paid on a totally different system; but, in practice, the bluejacket, stoker, or marine is keenly alive to the wages of his military contemporary, and draws his comparisons. The pay of the A. B. is 1s. 7d. a day, out of which wage he has to supply his own uniforms and supplement the service ration by a private contribution of about 4d. a day. We have no data for estimating here the exact cost of the bluejacket's uniforms. The primary outlay is not less than £20, and perhaps the upkeep may be put at about £8 a year. In view of these expenses, it might fairly be argued that the men of the Royal Navy are even worse paid than soldiers of corresponding rank; indeed, it is often so argued by the men themselves. If, then, the government should ultimately decide to raise the pay of the soldier, the admiralty is not unlikely to be confronted with an agitation throughout the fleet for similar concessions. Such an agitation, conducted in the orthodox manner, would certainly have public support, and would, we think, be approved by the country at large.

He says that his employers always regarded him as a valuable man.

Yes, they offered a reward for him when he left.

The Keeley Institute

For the cure of LIQUOR, MORPHINE, OPIUM AND TOBACCO HABITS
The only genuine Keeley Institute in Washington or British Columbia.
Institute, Kilbourne Avenue, take the Green Lake or Fremont car. Tel. Lake 546. Office 30 Sullivan building. Tel. Main 335.

G. T. CASTLE, Manager.
Seattle, Washington

B. H. HURST & CO.

Stock Brokers
Mining and Financial Agents
44 FORT STREET

NOTICE.

Having purchased all the stock in trade, tools and good will of the B. C. NOVELTY WORKS, 105 Douglas Street, all work will receive prompt attention until further notice at 58 FORT STREET.

Dominion Bakery

Cor. Cook and North Park Sts.

A few reasons why you should use our bread:

It is absolutely pure. Nothing but the very best flour used in its manufacture. Will keep moist longer than any other. It contains no lard or other animal fats. Always sweet and will not upset the most delicate stomach. It also has the true home-made flavor. Try it.

A. COOMBS, PROPRIETOR.

Tel. 712.
221 Cook Street.

LOCAL NEWS

A very pretty line of New Art Sateens and Cretones just opened out at Weiler Bros. These goods can be used for many purposes. *

We have imported a unique assortment of Damascus Brass goods, which we are selling at very reasonable figures. Weiler Bros. *

Wall Paper at Weiler Bros. A nice assortment of Ingram's with borders and ceilings to match, in new colorings. *

A line of Palmer's Celebrated Hammocks at reduced prices at Weiler Bros. We want to clear this line. *

Classified advertisements, one cent per word per insertion, cash. No advertisement inserted for less than 25 cents.

WANTED—MALE HELP.

MEN WANTED—For new season, new samples, steady work. Luke Bros., Montreal.

WANTED—Experienced Shirt Maker; also learners for our factory. Apply at warehouse. J. Piercy & Co., Yates street Victoria. a11

TEACHER WANTED—Principal for public school, Golden, B. C. Duties to commence at once. Salary $75. Only those holding a first class certificate need apply. S. G. Robbins, Secretary School Board. a13

WANTED—MALE HELP.

WANTED—Four to six smart boys, salary $15 to $18 per month. Must have good references. Apply E. J. Tennant, District Messenger Service, 74 Douglas street. a6

ENGINEERS' LICENSE—Mechanics, engineers, firemen, electricians, etc., 40-page pamphlet, containing questions asked by examining board of engineers SENT FREE. GEORGE A. Zeller, Publisher, rooms 582 18 S. Fourth St., St. Louis, Mo., U.S.A. j23

SITUATIONS WANTED—MALE.

WANTED—By a young man a situation as gardener. Would look after a horse and cow. Address T., Colonist. a18

EXPERIENCED BOOKKEEPER is open for re-engagement. Highest references. Address P. O. Box 432. a15

WANTED—Position by Japanese good cook, wages up ($20.00) Frank, P. O. Box 183. a15

WANTED—FEMALE HELP.

WANTED—Girl to assist in second work. Apply Mrs. Lenz, 97 Cook, between 10 and 12. a18

WANTED—A good housemaid. Mrs. F. B. Pemberton, Mountjoy, Foul Bay Road.

NURSE WANTED—To attend to two children. Apply to Mrs. McPhillips, Rockland avenue. a16

WANTED—A girl for general housework at Trinity Rectory, Seattle. Apply to Mrs. Edward Hasell, Royal Jubilee Hospital, between the hours of 12 and 2 p.m. a14

WANTED—A young woman for a dry goods store. Apply Dry Goods, Colonist office. j28

WANTED—Middle-aged or elderly lady, widow preferred, to take full care of little girl seven years old. No objections to out of town. Address Mrs. Emma Spurbeck, general delivery. a14

WANTED—Girl for general housework, good cook, assist in care of children. Apply before noon 155 Quadra street. a8

WANTED—At once, a first class skirt maker. Also a boy to learn tailoring trade. Apply Wm. Stewart, 47 Fort street. a7

WANTED—Nurse to join another. Rooms and telephone 91 Fort street. a8

APPRENTICES WANTED—For the millinery department. Apply to "The Westside." a13

WANTED—A good general servant, four in family. Apply to 84 Chatham street in the morning. a11

Advertise in the Colonist

WANTED—FEMALE HELP.

WANTED—Immediately, a nursemaid. Apply Mrs. C. G. Ballentyne, Driard Hotel. a10

WANTED—RESIDENCES.

GENTLEMAN wants to rent furnished house. Family, four adults. W. H. M. a18

WANTED—Small furnished house or cottage. No small children. Apply W. H. M., this office. ¼ a11

WANTED—TO LET—A small unfurnished house or cottage of 5 rooms, with bath. State terms. Address W. J. Melville, care Colonist. a13

WANTED—Furnished cottage, near water, James Bay preferred. Address P. O. Box 456. a10

WANTED—MISCELLANEOUS.

WANTED—On horse binder, Bain or Chatham wagon. State price. B. Colonist. a18

WANTED—Typewriting to do at home. Address F., Colonist office. a17

WANTED—To lease for a long term, farm not less than twenty-five acres under cultivation, convenient to good market. Apply J. B. A., this office. a11

WANTED—One thousand coal oil cans at Eden's Junk Store, 125 Fort street. a11

WANTED—Housekeeping rooms for married couple. Central. S., Colonist. a14

BUSINESS CHANCES.

WANTED—Partner in good, sound business, established 20 years, income not less than $160 per month.

WANTED—Partner with $700.

SALE—Well established boot and shoe business, $3,500. 50 acres of good land cheap $1250. 112 acres of land, water front. Snap, $650. Excellent farm, 300 acres, 200 under crop, less than half its value, $8,500. A Williams, 104 Yates street. a18

SEWING MACHINES.

SEWING MACHINES—All makes repaired or taken in exchange for new Singers. Will rent good machines $2 per month. S. B. Sutton, 95 Fort street. a13

PERSONAL.

MRS. J. D. SINCLAIR, NURSE, has returned from England. Address 3 Queen's avenue. Phone 767. j4

TO LET—FURNISHED ROOMS.

TO LET—Furnished room or part of house, with use of kitchen, near Beacon Hill. Address F. G., Colonist office. a18

TO LET—Furnished housekeeping rooms at Elesmere House, 104 Pandora street. Apply 97 Quadra street. a9

TO LET—Bright, sunny furnished front room for lady. 76 Kane street. a4

TO LET—Comfortably furnished rooms with or without board. Apply 51 Vancouver. j26

TO LET—Housekeeping and single rooms and large rooms. 90 Douglas street. a10

TO LET—Three rooms for housekeeping. 10 Princess avenue. a10

TO LET FURNISHED—In a private family one or two bedrooms, with sitting room if required, in a pleasant locality and convenient to town. Electric light and use of bath. H. J., Colonist office. a7

TO LET—ROOM AND BOARD.

TO LET—Room with or without board for gentleman. 138 Blanchard St. a17

SEASIDE BOARD—Fine bay, with sandy beaches, fronting on Plumper's Pass. Steamer Iroquois Wednesdays and Saturdays. F. Sturdy, Galiano Island. j11

TO RENT—STORES.

FOR RENT—Factory shoe store. Wilson block, Yates street. a17

TO RENT—RESIDENCES.

TO LET—Furnished cottage, 238 Fort street. Modern conveniences. Apply Beaumont Boggs, 42 Fort street. a18

TO LET—At Cedar Hill, two-story house, beautifully situated, with seven rooms, partly furnished. Rent very reasonable. Apply Mrs. Robertson, Cedar Hill. a18

TO LET—New six-roomed cottage with bath, near car line, Ontario street, James Bay. Apply 126 Government street. a9

TO LET—Two cottages, one furnished, $7 per month and $5 per month. Apply 5, Centre road, Spring Ridge, City. a18

TO RENT—HOTELS.

TO LEASE—1st September, "The Maples," successful private residence hotel; brick; near boat and depot, 30 rooms. Return from one suite of rooms covers rental. Apply Wickenden, Vancouver. a18

LOST AND FOUND.

LOST—Umbrella, handle, eagle's head, between Lake Church and Heal's P. O., on Wednesday, 14th instant. Reward on returning to Colonist office. a18

LOST—Gold Medal in case. Finder will be suitably rewarded by returning same to Colonist office. a15

STRAYED—To the premises of Haldon Bros., Turgoose, a buckskin mare, branded P on left shoulder. Owner can have same by proving property and paying expenses. a14

LOST—On Friday evening, in Park, or along Cook street to North Park street, gold bracelet with initials L. T. on locket. Finder please leave at Colonist Office. a11

LOST—A small gold locket, with initials H. M. Please return to Colonist. a10

LOST—Pair of gold rimmed eye glasses. Finder will be rewarded by leaving at this office. a14

LOST—On or about the 27th of July, a bunch of keys. Finder returning to 318 Yates street, will receive reward. a9

LOST—A pair of eye glasses either on steamer Joan or on return to the city. Reward will be given on returning to this office.

LOST—On Sunday between town and Four-Mile House, ladies' silk cape. Suitable reward will be given on returning to this office. a7

LOST—On or about 20th July, ladies' gold bracelet, 3 strand chain with padlock. Finder will greatly oblige by returning to this office. Reward. a6

LOST—A small white Pommeranian long-haired dog. Reward at Fell & Co., Fort street, or 9 George street. a9

LOST—Last Thursday, English fox terrier dog, lemon head and ears, white body; answers to Pat. Kindly return to 132 Government street. Any person harboring same will be prosecuted. a9

LOST—An Irish setter, answers to the name of Brian. Finder return to Jno. Earsman Wharf street, and receive reward. a11

LOST—An Irish setter, answers to the name of Brian. Finder return to Jno. Earsman, Wharf street and receive reward. a13

LOST—Between Vancouver and Cook streets, purse containing sum of money. Finder will be rewarded by returning same to Colonist. a14

LOST—Ladies' black bag, containing drawn work, etc. Please leave at C. C. Russell's Douglas street. a14

LOST—Sum of money; bills. Liberal reward. A. E. F., P. O. Box 82. a16

CLAIRVOYANCY.

MADAME BAAB, Clairvoyant and locating medium. Gives sittings daily at 2[illegible] View street. j9

FOR SALE—HOTELS.

COUNTRY HOTEL—with 160 acres of land, containing 17 rooms; excellent fishing. Will be sold cheap or leased for 5 years. J. H. Whittome, Real Estate Agent, Duncan, V. I. j11

HOTELS FOR SALE—Call and see our list Apply 40 Government street. B. C. Land & Investment Agency, Limited.

FOR SALE—Business of a large, centrally located Hotel, including furniture, etc., doing a good business. For particulars, apply to the B. C. Land & Investment Agency, Ltd., 40 Government street.

MATERNITY AND CONVALESCENT HOME.

With all the advantages of a country residence. Close to town. For terms, etc., apply to M. D., Rosedale, Maywood, Victoria, B. C.

FOR SALE—MISCELLANEOUS.

FOR SALE—Good organ, nearly new, cheap Address L. H., Colonist office. a18

FOR SALE CHEAP—1,000 Dordnell shares "old stock." Communicate with R. J. E., Colonist office. a18

FOR SALE—Hay, oats and peas, mixed. Apply 30 Broad street. a16

FOR SALE—Bankers' gold scale. Two hundred ounces, complete. Perfect order. P. O. Box 54. a18

FOR SALE—English phaeton with top, splendid condition. Price $150. Apply Box 469, Victoria, B. C. a10

WANTED—To sell 250 hens, all last year's birds, in good, healthy condition. Apply to W. H. Hayward, Metchosin. a16

FOR SALE—Bittencourt's Pleasure Launch in good condition, cheap. For particulars apply to Bittencourt, 148 Yates street, Victoria, B. C., opposite Dominion Hotel. a16

SEWING MACHINES—Singer hand machine, $10; needles for all machines, 25c. per dozen. 95 Fort street. a15

FOR SALE—A large and valuable assortment of handsome lace braids, in all colors; also threads and gold buttons, at Mrs. Adams' 78 Douglas street. j31

FOR SALE—Stock, in a reliable home company, bearing 6 per cent; also debentures bearing 5 per cent. Five year term. Interest paid half yearly. Investigate. Apply Box R. N., Colonist. j19

FOR SALE—Some good sealing boats. For particulars apply to Jas. Hunter, Box 43 or Wm. Turpel, Central Ship Yard. j23

FOR SALE—A No. 9 cooking range. Apply at the Montana restaurant, Outer Wharf.

FOR SALE—A pleasure launch in good condition, cheap. Must be sold. Apply to Bittencourt, 148 Yates street, Victoria, B. C. a14

FOR SALE—Wellbred Irish setter pup. Apply "G." Colonist. a11

FOR SALE—A good general purpose work horse, weight 1400 pounds. Apply to 51 Johnson street. a11

FOR SALE—Furniture of rooming house, 71 Fort street. a9

FOR SALE CHEAP—A first class Greener hammerless gun, 12 bore. P. O. Box 54. a16

DRESSES MADE from $3.00, blouses from 50c.; also children's dresses made at moderate prices in the Moody Block, corner Yates and Broad street. Miss Kirkwood. j18

POULTRY, LIVE STOCK, ETC.

FOR SALE—A pure bred Irish water spaniel pup. Apply to G. Kier, Somenos. a15

FOR SALE—English setter pups by prize winner. Apply Maywood P. O., Saanich road. a18

GOOD RELIABLE HORSE FOR SALE cheap. Apply E. Beaumont, opposite driving park, Cadboro Bay road. a4

FOR SALE—A good horse, cheap. Apply 233 Cook street. a14

TO STOCK RAISERS—For sale, some young heifers and milking cows. Address Herd, Colonist.

WANTED—A good young Jersey cow just in or coming in. No fancy prices. Particulars to F. W. B., Colonist. a7

FOR SALE—RESIDENCES.

THE—ARM—7-roomed modern dwelling, well situated, over 2 acres of land with frontage on road and water of 175 feet. Apply B. C. Land and Investment Agency, 40 Government street.

DUNCAN—1¼ miles from railway station, residential property consisting of 20 acres first class land, all cleared; modern 9-roomed house, stable and outbuildings. J. H. Whittome, Real Estate Agent, Duncan, V. I. j11

ST. LOUIS STREET—Two cottages and one 2-story dwelling; will be sold at a great bargain, either singly or together. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

FERNWOOD ROAD—(Corner), 1¼ lots and 1½ story dwelling, 8 rooms (modern), barn chicken house, etc., hot house, orchard. Price $2,000. Apply B. C. Land & Investment Agency, 40 Government street. j7

TORONTO STREET—Cottage and full sized lot, $1200. Apply B. C. Land & Investment Agency, 40 Government St. j7

LABOUCHERE STREET—Nice cottage, with bath, etc., $1050. Apply B. C. Land & Investment Agency, 40 Government street. j7

KINGSTON STREET—Modern cottage, 6 rooms, full-sized lot, $2400. Apply B. C. Land & Investment Agency, 40 Government street. j7

NORTH CHATHAM STREET—6-roomed cottage, stone foundation, with good basement, bath, etc., lot 44x145, $1700. Apply B. C. Land & Investment Agency, 40 Government street. j7

JAMES BAY—Corner lot and four dwellings, cheap; only $500 each; must be sold to close an estate. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

ROCKLAND AVENUE—Fine 2-story residence; one acre of land; grand view $5,500; terms. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

COTTAGES—Two cottages on Michigan street, almost new, $900 each. Apply B. C. Land & Investment Agency, 40 Government street.

DALLAS ROAD—Modern 8-roomed dwelling, lot 60x240, tennis court, etc., will be sold very cheap. Also a new bungalow. Apply 40 Government street. f1

RICHARDSON STREET—Full lot and 7-roomed cottage, $2,000; easy terms. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

JAMES BAY—Two 5-roomed houses, $800 each; will be sold on very easy terms. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

HANDSOME RESIDENCE—Large modern dwelling in first class condition and water lot. Can also buy adjoining lot cheap. Cost $6000. Price $3750. Apply B. C. Land & Investment Agency, 40 Government street.

YATES STREET, centrally located, 10-roomed modern dwelling. Must be sold to close an estate. Very cheap at $4,750. Apply B. C. Land & Investment Agency, Ltd., 40 Government Street.

EIGHT-ROOMED HOUSE; good stable and two lots, each 60x130; only 10 minutes from post office; assessed $3,000; price, 2,650. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

SAN JUAN AVE.—Good six-room modern cottage; nice view of Straits. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

A BARGAIN—Four-roomed cottage and good-sized lot just off the Burnside road and close to city, for $420. Apply 40 Government street. m20

CLASSIFIED ADVERTISEMENTS

1 CENT WORD ISSUE — No Advertisement Inserted For Less Than 25c. — 1 CENT WORD ISSUE

FOR SALE—TIMBER LIMITS.

2400 ACRES, chiefly yellow Cedar, $5000. For particulars apply B. C. Land & Investment Agency, 40 Government St. j7

FOR SALE—REAL ESTATE.

LOT 120x330—Five minutes from centre of the city; only $2,500. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

OAK BAY—A few good water lots left. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

ROSS BAY—9 acres, good soil and ready for cultivation. Fine site; commands view of Straits. Cheap. Apply 45 Government street.

STRAWBERRY VALE PARK—3¼ miles from city, in blocks of five acres each; cheap, and very easy terms; from $40 to $100 per acre. Apply 40 Government street. B. C. Land & Investment Agency Limited.

FORT STREET—Part of the Heywood Estate, just above Cook street; fine building sites; prices reasonable; easy terms. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

VICTORIA WEST—Several good lots, from $200 to $600 each. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

FERNWOOD ROAD—(Corner), 1¼ lots and 1½ story dwelling, 8 rooms (modern), barn chicken house, etc., hot house, orchard. Price $1 500. Apply B. C. Land & Investment Agency, 40 Government street.

FOR SALE—Beautiful building site, commanding fine view of the Straits. Three lots for $1600. Apply 40 Government street.

OSWEGO STREET—Nice five-roomed cottage, bath, etc., good garden, lot 55x120; $1,800. Apply 40 Government street, B. C. Land & Investment Agency, Limited.

WHARF STREET—Two fine waterfront lots, exceptionally cheap; $7,000 for the two. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

SHAKESPEARE ST.—New six-roomed cottage, four good lots, outbuildings, etc. A bargain at $1,650. Apply 40 Government street. B. C. Land & Investment Agency, Limited

YOUNG STREET, JAMES BAY—7-rooms, modern in every respect, good stable and outhouses. Lot 54x159, only $2,300. Apply 40 Government street. m3

CHATHAM STREET (near Cook Street)—Lot 60x120; cottage of 6 rooms, $1,100; exceptionally easy terms. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

2¼ ACRE LOTS—One-half mile from Duncan, on Cowichan river; good fishing. J. H. Whittome, Real Estate Agent, Duncan, V. I. j11

ESQUIMALT ST., Victoria West, 2¼ building lots (60x120 per lot), very close to car line, cheap at $525. (Assessed value $880.) a24

CHEAP LOTS—Corner of Russell and Langford streets. Two fine lots, full sized for $600. Apply B. C. L. & I. A., Ltd., 40 Government street.

JAMES BAY—Several nice building lots in a good locality from $400 upwards. Apply 40 Government street. m3

CHURCHWAY—Near Douglas, two lots, $1,000 each. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

HUMBOLDT STREET—One lot in a desirable locality, $800. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

JAMES BAY—Toronto street, near Menzies, nice lot, $500. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

FOR SALE—FARM LANDS.

SALT SPRING ISLAND—108 acres, water frontage, good 6-roomed modern dwelling, barns, outhouses, etc., 35 acres under cultivation, orchard of 250 trees; balance all good land, with heavy timber cut, $6,500. Apply B. C. Land & Investment Agency, 40 Government street.

JAMES ISLAND—Off Saanich (one mile) 200 acres, 35 under cultivation, 100 cleared, balance good land; lots of good water; 5-roomed house, barns, etc., can also arrange to buy live stock, steam launch, boats, etc., plenty of fruit trees of all descriptions; easy terms. Apply B. C. Land & Investment Agency, Ltd.

FOR SALE—FARM LANDS.

TENNYSON ROAD—1¼ miles from city, 2 acres under cultivation, good 6-roomed house, stable, orchard, tennis lawn, etc., cheap at $3,000. Apply B. C. Land & Investment Agency, Ltd.

SOOKE RANCH—Containing 132 acres with lake. Small portion under cultivation; new 4-roomed cottage, orchard, etc., excellent soil. Owner leaving country. $1,500. Apply B. C. Land & Investment Agency, Limited.

VICTORIA ARM—Five acres, all under cultivation, and good building site, $1,250 Apply B. C. Land & Investment Agency, Limited.

CHEAP ACREAGE—Over 3200 acres at $1.60 per acre, on Pender Island, 9 miles from Sidney Station. Steamboat runs in connection with V. S. railway. An abundance of good timebr. Excellent hunting grounds. This is the cheapest property on the market. For full particulars apply B. C. Land & Investment Agency, Ltd., 40 Government street. Victoria.

CRAIGFLOWER ROAD—One acre, all cultivated, good 5-roomed cottage, barn, orchard, etc. $2,000 Apply B. C. Land & Investment Agency, Limited.

LAKE DISTRICT—About 50 acres, partly slashed; adjoining a beautiful farm; very good soil, and level ground; cheap. Apply B. C. Land & Investment Agency, Limited.

CHEAP ACREAGE—160 acres, for $225. Apply B. C. Land & Investment Agency, Ltd.

MANY OTHER FARMS—In all parts of the province, too extensive for publication. Call and get particulars. B. C. Land & Investment Agency, Ltd.

COMMISSION BROKERS.

JAS. HAUGHTON & CO., Customs and Commission Brokers; Storage, etc. 'Phone 302. 15 Broad street. a17

BAKERY AND RESTAURANT.

STEITZ BAKERY AND RESTAURANT, 54 Yates street. Meals at all hours, day and night. Lunches for social parties, banquets, picnics, and the travelling public prepared on short notice. Eastern and Olympian oysters, game in season. Regular meals 25c. m31

SEWER PIPE, FIRE BRICKS, ETC.

B. C. POTTERY CO., LTD.—Corner Broad and Pandora, Victoria. a[illegible]1

STEAM DYE WORKS.

PAISLEY DYE WORKS—Tel. 410. The old reliable; established 1885. 114¼ Yates street.

BRITISH COLUMBIA.—Tel. 200.— Largest established; country orders solicited. 141 Yates Street.

DRAYMEN.

JOSEPH HEANEY—Office, 65 Wharf St., Telephone 171.

LIVERY AND TRANSFERS.

VICTORIA TRUCK & DRAY CO., —Telephone 13.

COFFEE AND SPICE MILLS.

STEMLER & EARLE—Coffee, Spices, Mustard and Baking Powders, Pembroke Street, near Government.

VICTORIA COFFEE & SPICE MILLS—Office and mills, 148 Government street, A. J. Morley, Proprietor. a20

PLUMBERS, ETC.

J. H. WARNER & CO., 106 Yates St., Plumbing, Heating, Roofing, and Galvanized Iron Skylights. Phone 270 m9

PHOTOGRAPHERS.

WM. BLAIR—Artistic Photographer, 60 Yates St., Victoria, B. C. 123

PHOTOGRAPHIC SUPPLIES—R. Maynard, 41 Pandora St. All kinds of photographic material for amateurs and professionals; Kodaks, Pocos, Koronas, Premos, Etc. Same block Mrs. R. Maynard's Art Studio; also views of British Columbia and Alaska for sale.

Same Block—Maynard's Shoe and Finding Store, 41 Pandora St. Boots, Shoes, Leather and Shoe Findings. Phone 360b.

TAILORING

VICTORIA TAILORING PARLORS, 88 Douglas street. Union labor only. a26

PAINTING, PAPERHANGING, ETC.

JOSEPH SEARS—93 Yates street. Painter and Paperhanger, etc. Phone 742B. m11

WHOLESALE & RETAIL BUTCHERS.

L. GOODACRE—Contractor to Royal Navy and Dominion Government. Phone 32. Cor. Johnson and Government Streets.

BAKERS AND CONFECTIONERS.

M. R. SMITH & CO., Ltd., Victoria, B. C. Manufacturers of all kinds of Plain and Fancy Biscuits and Cakes.

SCAVENGERS.

MRS. ED. LINES, general scavenger yards, etc., cleaned. Orders promptly attended to. Telephone 185; house 236 Yates St. a10.

PETER HANSEN, City Scavenger, teamster and wood dealer. Building sand and gravel for sale. Address 49 Discovery Street. Telephone 1[illegible]

WHOLESALE PROVISIONS.

ROBERT ECCLES & CO.—Headquarters for all kinds of provisions, wholesale and retail. City Butter Market, 115 Douglas street, opposite City Hall. Tel. 649. 130

NEWS AGENCY.

GEORGE MARSDEN, NEWS AGENT, cor Government and Yates streets, P. O. Box 528. Magazines, local and foreign papers kept. m31

LODGES AND SOCIETIES.

VANCOUVER & QUADRA, NO. 2, A. F. & A. M., 3rd Wednesday of each month—Masonic Temple, 84 Douglas street. A. MAXWELL MUIR, Sec.

PLUMBING AND GAS-FITTING.

C. M. COOKSON, 97 Johnson St., Sanitary Plumbing. Jobbing and out of town orders a specialty. Tel. 674. j4

BUILDERS AND CONTRACTORS.

MOORE & WHITTINGTON—159 Yates St. Estimates given, job work etc. Phone 750a.

THOMAS CATTERALL—16 Broad street. Alterations, office fittings, wharves repaired, etc. Telephone B371.

REPAIRS Carpenter work of all kinds. J. P. Burgess, carpenter. Tel. 195. m26

HARDWARE.

WALTER S. FRASER & CO., LTD.—Dealers in hardware, iron, pipe, fitting and brass goods. Wharf street, Victoria. m8

WATSON & McGREGOR — Hardware, stoves, ranges and household furnishings plumbing and gas fitting. 99 Johnson St. Tel. 745. m8

E. G. PRIOR & CO., Hardware and Agricultural Implements, Cor. Johnson and Government.

HICKMAN TYE HARDWARE CO., LTD.—Importer of iron, steel, hardware, pipe fittings, cutlery, etc. Mining and Milling supplies a specialty.

HOTEL DIRECTORY

SEATTLE.

HOTEL BUTLER—The best and most popular house in Seattle. European plan. Terms reasonable. Centrally located. Hamm & Schmitz, proprietors. m18

VICTORIA.

THE DOMINION—Victoria, B. C. Only modern first class Hotel in the city. Rates $1.50 per day and upwards. S. Jones, Proprietor.

GRAND PACIFIC HOTEL—Corner Johnson and Store streets. Bar supplied with best brands of wines, liquors and cigars. Good rooms in connection. Open day and night. Lorenzo Reda, proprietor. m28

I place my reliance upon judicious advertising throughout, with the conviction that as soon as I was ready for the public with the goods, if I would acquaint them with that fact, the public would be ready for me.—Geo. F. Sargent Co., New York

It is unwise for a business man to abstain from spending fifty dollars for advertising simply because he cannot afford to spend a thousand.—American Gardening.

SOMENOS LAKE—2¼ miles from Duncan, 250 acres; modern 11-roomed house; cottage, barns, orchards, etc., or will subdivide to suit purchaser. Full particulars apply to B. C. Land & Investment Agency, Ltd., 40 Government street, Victoria.

THE ARM—1½ acres, cleared, waterfront, fine site for bungalow; electric light and water pipes running past premises; whole amount of purchase money may remain on mortage at 6 per cent.; $3,000. Apply 40 Government. B. C. Land & Investment Agency, Ltd.

HIGHLAND DISTRICT — 3 farms with buildings, etc., two at $1600, one at $3000. Apply B. C. Land & Investment Agency, 40 Government street. j7

METCHOSIN—A beautiful farm, excellent situation, large acreage, $10,000. Apply B. C. Land & Investment Agency, 40 Government street. j7

300 ACRES—1¼ miles from Duncan; will be divided into 20 acre blocks. Price from $15.00 per acre. J. H. Whittome, Real Estate Agent, Duncan, V. I.

SOOKE—679 acres and lake, $3,000. Apply B. C. Land & Investment Agency, Ltd.

LAKE DISTRICT—16 acres, all under cultivation; 7-roomed house, good barns, etc., orchard. Will exchange for one acre and good house in town. Apply B. C. Land & Investment Agency, Ltd.

LAKE DISTRICT—10 acres, all fenced, 7½ cleared; good barns, etc., 3½ miles from city; $3,000; one third cash and balance at 5 per cent. Apply B. C. Land & Investment Agency, Limited.

VICTORIA AND LAKE DISTRICTS—About 700 acres, within 5 miles from post office; 200 acres under cultivation; splendid soil; or will sell in lots to suit purchaser, very cheap. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

SUBURBAN RESIDENCES.

SUBURBAN RESIDENCES—A nice choice; call and see our list. Apply 40 Government street. B. C. Land & Investment Agency, Limited.

EDUCATIONAL.

MISS G. C. FOX will reopen her school on Monday, 19th, at 36 Mason street. Miss H. A. Fox will receive music pupils at the same address. a18

SHORTHAND SCHOOL—15 Broad street. Individual instruction in shorthand, typewriting and book-keeping. m1

NOVELTY WORKS.

L. HAFER, General Machinist. 150 Government Street.

MESSENGER SERVICE.

B. C. DIST. TEL. & DEL'Y CO LTD.—74 Douglas street. Telephone 409. E. J. Tennant, mgr. For any work requiring a messenger boy. j6

BOOK EXCHANGE.

CASHMORE'S, 88¼ Douglas Street, buys and exchanges all kinds of books and novels.

PHARMACISTS.

THE B. C. DRUG STORE, 27 Johnson St. The Prescription Pharmacist, etc. J. Teague, Jr., Manager m1

PAWNBROKERS.

HIGHEST CASH PRICES paid for diamonds, old gold and silver. A. A. Aaronson, cor Broad and Johnson Sts. m1

VANCOUVER.

BADMINTON—Popular resort for tourists $2.00 and up. J. G. Clarke, Proprietor.

STRAND HOTEL—European plan, good rooms. First class cafe in connection.

HOTEL LELAND—Corner Granville and Hastings streets. One block from depot and steamboat wharves; $2.00 a day.

THE COMMERCIAL, Vancouver, B. C. Turkish baths. Best $2.00 a day house in the city. Prescott & Hayward, Proprietors.

NOTICE.

Notice is hereby given that I intend to apply to the Board of Licensing Commissioners at their next sitting as a licensing court, for a transfer of my license for the sale of wines and liquors by retail, upon the premises situate on the southwest corner of Government and Yates streets, Victoria, City, known as the Adelphi Saloon, to Herbert B. Chaffee and Thos. Freeman.

Dated this 19th day of July, 1901.

HARRY HELLIWELL,
By his Attorney in Fact, C. A. Holland.

Notice is hereby given that I, Joseph Boscowitz intend to apply to the Board of Licensing Commissioners at its next sitting for a transfer to C. R. Browne of my license to sell spirituous and fermented liquors by retail upon the premises known as the Imperial Hotel in the Victoria Theatre building in Douglas and View streets, in the city of Victoria.

JOSEPH BOSCOWITZ.
Dated this 22nd day of July, 1901.

All mineral rights are reserved by the Esquimalt & Nanaimo Railway Company, within that tract of land bounded on the south by the south boundary of Comox District, on the east by the Straits of Georgia, on the north by the 50th parallel, and on the west by the boundary of the E. & N. Railway Land Grant.

LEONARD H. SOLLY,
Land Commissioner.

TENDERS

Tenders will be received up to 5 p. m., on Friday the 23rd instant, for the painting of St. Paul's Church, Victoria West. For particulars apply to

D. FRASER,
Secretary Board of Managers,
76 Govt. St.

NOTICE.

Notice is hereby given that two months from date I intend to apply to the Honorable the Chief Commissioner of Lands and Works for permission to purchase 320 acres of land, more or less, described as follows: Commencing at a post planted on the north side of Ramsay Island (one of the Queen Charlotte Group); thence south one-half mile; thence west one mile; thence north one-half mile, more or less, to the sea shore; thence east along the shore line one mile, more or less, to the place of commencement.

C. W. D. CLIFFORD.
Victoria, August 12th, 1901.

re WILLIAM LEE, Deceased.

Pursuant to the "Trustees and Executors Act," notice is hereby given that all creditors and other persons having any debts, claims or demands upon or against the estate of William Lee, deceased, who died on the 4th day of July, 1901, and of whose personal estate and effects, letters of administration were on the 17th day of July, 1901, granted to Elizabeth Cumming, of Lillooet, British Columbia, are hereby required to send particulars of their claims or demands, and of the securities (if any) held by them respectively, to the undersigned, on or before the 1st day of October, 1901, verified by statutory declaration, after which date the administratrix will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the debts, claims and demands of which she shall then have had notice; and for the assets or any part thereof, so administered and distributed, she will not be liable to any person of whose debt, claim or demand she shall not then have had notice; and all persons indebted to the estate of the said deceased are required forthwith to pay the amount of their debts respectively to the said administratrix.

Dated the 14th day of August, 1901.

EBERTS & TAYLOR,
30 Langley Street, Victoria,
Solicitors for the Administratrix.

Notice is hereby given that I, Fred Golding, of Victoria, B. C., will apply at the next sitting of the Board of Licensing Commissioners, to be held on the 11th day of September, A. D. 1901, for a transfer of the license to sell wines, spirits and liquors by retail, on the premises known as the "Queen's Hotel," situate on the N. W. corner of Johnson and Store streets Victoria, B. C., to Robert B. McClelland.

Victoria, B. C., August 6th, 1901.

FRED GOLDING
By his Attorney, Simon Leiser.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria for a licence to prospect for coal upon the following described lands between the S. E. branch of the Telkwa and Buckley rivers. That is to say commencing at a point marked Thos. Kennedy, S. W. corner, adjoining J. Blacklock's N. W. cor.; thence 80 chains north, thence 80 chains east, thence 80 chains south, thence 80 chains west to place of beginning, containing 640 acres of land more or less.

Dated this 8th day of June, 1901.
THOS. KENNEDY.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon the following described lands between the S. E. branch of the Telkwa and the Buckley rivers. That is to say, commencing at a post marked H. Waddington, N. E. corner, about 6 miles south of the main Telkwa and about 2 miles east of the S. E. branch of the Telkwa, thence 80 chains south, thence 80 chains west, thence 80 chains north, thence 80 chains east to place of beginning, containing 640 acres of land more or less.

Dated this 8th day of June, 1901.
H. WADDINGTON.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon the following described lands between the southeast branch of the Telkwa and the Buckley rivers. That is to say, commencing at a post marked J. Blacklock, N. W. corner, about 6 miles south of the main Telkwa and 2 miles east of the S. E. branch of the Telkwa river, adjoining H. Waddington's N. E. corner, thence 80 chains south, thence 80 chains east, thence 80 chains north thence 80 chains west to place of beginning, containing 640 acres of land more or less.

Dated this 8th day of June, 1901.
J. BLACKLOCK.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria for a licence to prospect for coal upon the following described lands between the southeast branch of the Telkwa and Buckley rivers. That is to say, commencing at a post marked H. C. Fortier, S. E. corner, about 6 miles south of the main Telkwa and 2 miles east of the S. E. branch of the Telkwa river adjoining H. Waddington's N. E. corner, thence 80 chains north, thence 80 chains west, thence 80 chains south, thence 80 chains east to place of beginning, containing 640 acres of land more or less.

Dated this 8th day of June, 1901.
H. C. FORTIER.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon the following described lands, between the S. E. branch of the Telkwa and Buckley rivers. That is to say, commencing at a post marked Jas. Adam, N. E. corner, about 4 miles south of the main Telkwa and 2 miles east of the S. E. branch of the Telkwa, adjoining H. C. Fortier's claim, thence 80 chains south, thence 80 chains west, thence 80 chains north, thence 80 chains east to place of beginning, containing 640 acres more or less.

Dated this 10th day of June 1901.
JAS ADAM.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon the following described lands between the S. E. branch of the Telkwa and Buckley rivers. That is to say, commencing at a post marked John Dryden, N. W. corner, about 4 miles south of the main Telkwa and 2 miles east of the S. E. branch of the Telkwa, adjoining Thos. Kennedy's claim, thence 80 chains south, thence 80 chains east, thence 80 chains north, thence 80 chains west, to place of beginning, containing 640 acres of land, more or less.

Dated this 10th day of June 1901.
JOHN DRYDEN.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon the following described lands between the S. E. branch of the Telkwa and Buckley rivers. That is to say, commencing at a post marked Alex. McQuarrie, S. E. corner, about 4 miles south of the main Telkwa river, and 2 miles east of the S. E. branch of the Telkwa, Adjoining Jas. Adam's N. E. corner claim, thence 80 chains north, thence 80 chains west thence 80 chains south, thence 80 chains east to place of beginning, containing 640 acres of land, more or less.

Dated this 10th day of June 1901.
ALEX. McQUARRIE.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon the following described lands between the S. E. branch of the Telkwa and Buckley rivers. That is to say, commencing at a post marked Gideon Grant, S. W. corner, about 4 miles south of the main Telkwa, and 2 miles east of the southeast branch of the Telkwa river, adjoining John Drydens N. W. corner, thence 80 chains north, thence 80 chains east, thence 80 chains south, thence 80 chains west to place of beginning.

Dated this 10th day of June 1901.
GIDEON GRANT

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon following described lands between the S. E. branch of the Telkwa and Buckley rivers. That is to say, commencing at a post marked Mary Eliza Blacklock, N. E. corner, about 2 miles south of the main Telkwa river and 2 miles east of the S. E. branch of the Telkwa, adjoining Alex. McQuarrie's claim, thence 80 chains south, thence 80 chains west thence 80 chains north, thence 80 chains east to place of beginning, containing 640 acres of land, more or less.

Dated this 13th day of June, 1901.
MARY ELIZA BLACKLOCK.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon the following described lands between the S. E. branch of the Telkwa and the Buckley rivers. That is to say, commencing at a post marked John Clark, N. W. corner, about 2 miles south of the main Telkwa and 2 miles east of the S. E. branch of the Telkwa river, adjoining Mary Eliza Blacklock's N. E. corner, thence 80 chains south, thence 80 chains east, thence 80 chains north, thence 80 chains west, to place of beginning, containing 640 acres of land, more or less.

Dated this 13th day of June, 1901.
JOHN CLARK.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon the following described lands between the S. E. branch of the Telkwa river and Buckley river. That is to say, commencing at a post marked G. A. Galloway, S. E. corner, about 2 miles south of the main Telkwa river and 2 miles east of the S. E. branch of the Telkwa, adjoining Mary Eliza Blacklock's N. E. corner, thence 80 chains north, thence 80 chains west, thence 80 chains south thence 80 chains east, to place of beginning, containing 640 acres of land, more or less.

Dated this 13th day of June, 1901.
G. A. GALLOWAY.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon the following described lands between the S. E. branch of the Telkwa and Buckley rivers. That is to say, commencing at a post marked John M. Dawson, S. W. corner, about 2 miles south of the main Telkwa and 2 miles east of the S. E. branch of Telkwa river, adjoining G. A. Galloway's S. E. corner, thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south to place of beginning, containing 640 acres of land, more or less.

Dated this 13th day of June, 1901.
JOHN M. DAWSON.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon the following described lands between the S. E. branch of the Telkwa and Buckley rivers. That is to say, commencing at a post marked H. Davis, S. E. corner, about 2 miles east of the S. E. branch of the Telkwa river and near the south bank of the main Telkwa river, adjoining G. A. Galloway's claim, thence 80 chains west, thence 80 chains north thence 80 chains east, thence 80 chains south to place of beginning, containing 640 acres of land more or less.

Dated this 14th day of June, 1901.
H. DAVIS.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon the following described lands between the S. E. branch of the Telkwa and the Buckley rivers. That is to say, commencing at a post marked Wm. Limin, S. W. corner, about 2 miles east of the S. E. branch of the Telkwa river and adjoining H. Davis' S. E. corner, thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south to place of beginning, containing 640 acres more or less.

Dated this 14th day of June, 1901.
WM. LIMIN.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon the following described lands between the S. E. branch of the Telkwa and Buckley rivers. That is to say, commencing at a post marked Mary L. Dryden, S. E. corner, about 1 mile south of the Buckley river and adjoining Wm. Limin's claim, thence 80 chains north, thence 80 chains west, thence 80 chains south, thence 80 chains east to place of beginning, containing 640 acres of land more or less.

Dated this 15th day of June, 1901.
MARY L. DRYDEN.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon the following described lands between the S. E. branch of the Telkwa and Buckley rivers. That is to say, commencing at a post marked Jessie E. Dryden, S. W. corner, about 1 mile south of the Buckley river adjoining Mary L. Dryden's claim, thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south to place of beginning, containing 640 acres of land, more or less.

Dated this 15th day of June, 1901.
JESSIE E. DRYDEN.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon the following described lands between the S. E. branch of the Telkwa river and the Buckley river. That is to say, commencing at a post marked Wm. A. Dryden N. E. corner, about 1 mile south of the Buckley river and adjoining Mary L. Dryden's claim, thence 80 chains south, thence 80 chains west, thence 80 chains north, thence 80 chains east, to place of beginning, containing 640 acres of land, more or less.

Dated this 15th day of June, 1901.
WM. A. DRYDEN.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon the following described lands, between the S. E. branch of the Telkwa and Buckley rivers. That is to say, commencing at a post marked Clarence L. Starr, N. W. corner, about 1 mile south of the Buckley river and adjoining Wm. A. Dryden's claim, thence 80 chains east, thence 80 chains south, thence 80 chains west, thence 80 chains north to place of beginning, containing 640 acres of land, more or less.

Dated this 15th day of June, 1901.
CLARENCE L. STARR.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon the following described lands. That is to say commencing at a post marked Percy Waddington, S. W. corner, about 2 miles south of Geo. Hills N.W. corner post on the S. E. branch of the Telkwa river, thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south to place of beginning, containing 640 acres of land, more or less.

Dated this 12th day of June, 1901.
PERCY WADDINGTON.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon the following described lands. That is to say, commencing at a post marked Harwood M. Munns, S. E. corner post, 2 miles south of A. C. Murray's N. E. corner post, on the S. E. branch of the Telkwa river, thence 80 chains west, thence 80 chains north, thence 80 chains east, thence 80 chains south to place of beginning, containing 640 acres of land more or less.

Dated this 12th day of June, 1901.
HARWOOD M. MUNNS.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon the following described lands. That is to say, commencing at a post marked W. N. Dollar N. E. corner, adjoining Harwood M. Munns S. E. corner on the S. E. branch of the Telkwa river, thence 80 chains south, thence 80 chains west, thence 80 chains north, thence 80 chains east to place of beginning, containing 640 acres of land more or less.

Dated this 12th day of June, 1901.
W. N. DOLLAR.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon the following described lands. That is to say, commencing at a post marked Wm. Munns, N. W. corner, adjoining Percy Waddington's S. W. corner on the S.E. branch of the Telkwa river, thence 80 chains south, thence 80 chains east, thence 80 chains north, thence 80 chains west to place of beginning, containing 640 acres of land, more or less.

Dated this 12th day of June, 1901.
WM. MUNNS.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon the following described lands. That is to say, commencing at a post marked Douglass H. Burns, N. E. corner, adjoining W. N. Dollar's claim on the S. E. branch of the Telkwa river, thence 80 chains south, thence 80 chains west, thence 80 chains north, thence 80 chains east, to place of beginning, containing 640 acres of land more or less.

Dated this 12th day of June, 1901.
DOUGLASS H. BURNS.

Notice is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works at Victoria, for a licence to prospect for coal upon the following described lands. That is to say, commencing at a post marked Geo. Gillies, N. W. corner, adjoining Douglass H. Burns' N. E. corner on the S. E. Branch of the Telkwa river, thence 80 chains south, thence 80 chains east, thence 80 chains north, thence 80 chains west to place of beginning, containing 640 acres of land, more or less.

Dated this 12th day of June, 1901.
GEO. GILLIES.

GENUINE BARGAIN

A FINE ASSORTMENT OF LADIES' MANICURE SETS CURLING IRON SETS LADIES' AND GENTS' PURSES.

To be sold at prices—well call in and satisfy yourselves. As we are going out of this line they must be cleared. They are of finest quality.

THE B. C. DRUG STORE,
J. TEAGUE, Jr., Mgr., 27 Johnson St.
Phone 356.

The Colonist.

MONDAY, AUGUST 19, 1901

Published by

The Colonist Printing & Publishing Company, Limited Liability

No. 27 Broad Street, Victoria, B. C.

PERCIVAL R. BROWN, Manager.

THE DAILY COLONIST.

Delivered by carrier at 20c. per week, or mailed postpaid to any part of Canada (except the city) and United States at the following rates:

One Year $6 00
Six Months 3 00

THE SEMI-WEEKLY COLONIST

One Year $1 50
Six Months 75
Three Months 40

Sent postpaid to any part of Canada and the United States.

TERMS STRICTLY IN ADVANCE.

NOTICE TO ADVERTISERS.

All new advertisements and changes of advertising, to ensure their being inserted, should be handed in to the business office not later than 6 p. m. Advertising will be accepted up to 8 p. m. at the business office, but insertion cannot be guaranteed. For urgent advertising after 8 p. m., consult the Night Editor.

$10 REWARD

Will be paid for such information as will lead to the conviction of anyone stealing the Colonist from the doors of subscribers.

WRECK OF THE ISLANDER.

Not since the bridge disaster has such a wave of horror gone over the community as that which swept over it last night, when word was brought down by the Queen that the Islander had gone down and with her many precious lives. This is by far the worst marine accident in the history of the Northwest Coast during the last twenty years, and for one equal to it in loss of life and property, we must go back to that of the Pacific off Cape Flattery in the 70's.

As the list is yet incomplete, it is impossible to say how many Victoria families have been bereaved by this catastrophe. A peculiarly sad case is that of Mrs. Ross, her daughter and niece. She was the wife of Commissioner Ross of the Yukon, and only recently went North to visit him.

At this writing it is impossible to say anything more than give expression to the feeling of sympathy felt by every one with the families of the unfortunate people who met death so unexpectedly. Comment upon the accident would be clearly out of place at this time. There will, of course, be an investigation. So far as all accounts go, there seems to have been as little confusion as could be expected under such circumstances, and the crew and officers appear to have done their duty as British seamen.

VICTORIA AS A RESORT.

There is at present in this city a Portland gentleman and his family, and he brought his horse and carriage with him, because he had heard so much of the excellence of the roads around this city. He has tried them and found them equal to the representations made, and he now expresses the opinion that if the city were better known, it would receive a very large influx of visitors every summer, who would come, not simply to stay over between boats, but to remain for a time with us. That this is sound sense cannot be denied. Very many people make the mistake of supposing that every one in the Pacific Northwest knows all about Victoria, but that is not the case. So large a proportion of the population of this part of the world is made up of new-comers that the majority of the people do not even know the facts about their own towns. Another idea very commonly held is that Great Britain, Eastern Canada and the Eastern States are the places where the advantages of Victoria as a resort should be advertised. The representative of a number of United States railways, acting in combination to build up tourist travel, once said that they expected to get the most of their business from localities within twenty-four hours' ride of the places advertised. The reasons given were several. One was the matter of expense, for the majority of people have to consider expense in providing for a summer outing. Another is the length of the railway journey, for many people do not care to take a long ride by rail. Another is the fact that business men, in taking a short holiday, do not care to be too far away from their business. They like to be within call. Very many business men prefer in the summer to send their families away, remaining in town themselves for a part of the week and going down to see them on Friday, stopping over Sunday. These considerations are taken into account by the great majority of people when making up their minds where they will take their summer outing. It is this class of travelers who make up the great bulk of what is called tourist business. The rich people of leisure, to whom time and distance are immaterial, are not much influenced by advertising. In fact they are often disposed to go off the beaten track and seek for new fields.

Victoria may hope to become the pleasure resort of the Northwest, if the right kind of effort is made to bring its attractions under notice of the people, who live near enough to make it probable that they will spend a part of the summer here. We need not trouble outselves much about more distant points. At any rate to undertake to advertise the city all over the Eastern part of this Continent and in Great Britain would be an enormous task. What literature we might issue for that purpose would be lost amid the mass of similar matter issued by near-by points. We can best reach those communities by illustrated articles in newspapers and magazines. But the people we can reach and whom we ought to try and reach are those who live within a radius of a thousand miles. This is beyond all question the best place within that radius to spend a summer. Every one will admit that. When we make such a statement we are upon very solid ground. Therefore let an effort be made to address ourselves to such people, and we will find, as Col. Sellers would say, that "there's millions in it."

Fellew-Harvey, Bryant & Gilman

ASSAYERS,

Mining Engineers and Metallurgists

Ores Analyzed. Control Assays. Properties examined, sampled and reported upon.

Victoria, Opposite Driard Hotel.

VICTORIA'S POPULATION.

It has been pointed out to the Colonist, and with a great deal of reason, that those persons who are disappointed in the population returns so far as they apply to the city of Victoria, do not take into account that a very considerable number of people, practically Victorians, do not live within the limits of the municipality. This remark applies to those people who reside along Oak Bay and east of Foul Bay road; to the residents on and near the Boleskin and Garbally roads; to the people living beyond Pine street in Victoria West, and to very many other surburban residents. Indeed in considering Victoria as a centre of population and business, it is correct enough to include the whole district between Victoria West and the Navy Yard. If these items are added to the population of the city proper, we fancy that the total would not fall much, if any, short of that of Vancouver. Some additions must also be made for omissions on the part of the enumerators. In saying these things we do not wish to raise any controversy as to which is the more important centre, Victoria or Vancouver. That is quite immaterial. What we aim at is to impress upon our readers that the 20,821 returned by the census as the population of the city only is intended to embrace those who at the time of taking the census slept within the limits of the municipality. When the population bulletin has been received, we shall be able to cast a little more light upon this point.

Islander Lost

(Continued From First Page.)

ISLANDER'S HISTORY.

Built for Victoria-Vancouver Route Fourteen Years Ago.

The Islander, which was the best of the Alaskan fleet, was built at Glasgow for the Canadian Pacific Navigation Co. in 1888, at a cost of $200,000. She arrived at Victoria from the Clyde on December 9, 1888, in charge of Capt. Geo. W. Robertson, who left the service of the C. P. N. Co., to whom he went from the Cunard service, to become a Vancouver pilot. Capt. Walbran, master of the D. G. S. Quadra, was chief officer. Soon after her arrival the Islander was placed on the Victoria-Vancouver route, and in 1890 made several trips to Alaska. She was a twin screw steamer, with elegant accommodation for several hundred passengers, and a large freight capacity, and fitted as she was for the convenience of her passengers, with the large saloon, etc., she ranked as one of the finest of the modern built steamers of the Northwest.

THE SURVIVORS.

About Forty Arrived by the Steamer Queen and Others Will Be Down on the Farallon Today.

There were forty of the survivors on the steamer Queen, which arrived last night, and others will be down on the Farralon, which is due tonight. Among those who came down were Pilot LaBlanc, Chief Engineer Brownlee, First Officer Neurotsis, James Denny, fourth engineer; N. A. Belcourt, M.P.; J. G. Morgan, of Winnipeg; F. G. Hinde-Bowker; K. B. McLennan and others, both passengers and members of the crew. When the Queen passed the scene of the wreck the evening after the collision, there was not a sign of wreckage, and not until their arrival at Juneau did those on that steamer know of the disaster.

Chief Engineer Brownlee had quite an experience. When he was called he inspected the engines and then learning that the vessel was going down turned his attention to the boats, one of which he launched and filled with passengers. Having done this and helped in other ways and all the boats having been successfully launched, he dropped into the water and got on to a cabin door. He was crowded off of this and picked up another piece of wreckage on which he remained until picked up. Both he, Capt. LeBlanc, and First Officer Neurotsis are highly praised by the passengers for the assistance they offered in getting the boats clear and saving passengers.

Chinese Turkestan, which the despatches of yesterday said Russia was intriguing to secure, is a country about as large as British Columbia. It is separated from Russian Turkestan by the Pamirs, that great central mountain knot of Asia known as "the roof of the world." There is little probability that the Czar's government will be allowed to succeed in such a scheme, for once the territory of Russia extends beyond the Pamirs, it will not be long before Tibet is absorbed.

If you drink brandy try Martell's Three Star. *

SWEDENBORG.

A writer in a recent issue of Harper's Magazine mentions that Swedenborg suggested the nebular theory before Laplace gave it out to the world, and the scientific world began to think about it and regard it as the explanation of the existence of the stellar universe in its present form. This leads us to think that a reference to this very extraordinary man may not be without interest. Emanuel Swedenborg was born in Stockholm in 1688, and died in 1772. He was one of the most remarkable men of his time. In his childhood he had the advantage of the example and guidance of his father, a learned and pious bishop, and he himself received the best education open to men in his country, then as now the seat of excellent colleges. He was a fine scholar in Latin, Greek and Hebrew, but his favorite study was mathematics. He paid great attention to natural science and engineering, was an authority on mining and was the inventor of a method for the transportation of boats and galleys overland for use at the seige of Frederickshall. He was a prolific author. Honors were showered on him and any line of activity which he might choose was open to him. He traveled in all parts of Europe and was intimate with all the best minds of the day. After reaching his fortieth year he engaged in speculations regarding the nature of the Universe, and from that he passed on to the consideration of the relation of mind to matter, endeavoring to solve the first by mathematical and the last by anatomical studies. This period of research occupied several years, but after finding, as all must, that there is no finality to such investigations, he surprised his contemporaries by claiming to speak under divine inspiration.

His father had claimed to have intercourse with angels, and as a boy Swedenborg himself was said to talk with them, but in his fifty-sixth year he declared that he had a vision in which a spirit appeared to him, saying: "I am God the Lord, the Creator and Redeemer of the world. I have chosen thee to uphold the spiritual sense of the Holy Scripture and Myself will dictate to thee what thou shalt write." Shortly after this he resigned his official position in connection with the mines and devoted himself to the study of the Bible and the Hebrew language. He produced many books, the principal being Arcana Celestia, an 8-volume quarto, every word of which he claimed to have received by direct inspiration from the Lord.

His method of life was simple and he was frequently in trances. He paid no attention to the distinction between day and night, working or resting just when he felt like doing so. His manner was gentle, and he was beloved by all who knew him. He claimed to have intercourse with spirits and to have entered into an unseen world that he taught surrounds the visible one. His theosophic system teaches that the essence of God is love, and His manifestation wisdom. He claimed that there are two worlds, one material and the other spiritual, both governed by the same laws and both similar in their constitution. All things originate and end in God; the influences affecting them are in the spiritual world; the effects are seen in the material world. The consummation of human existence is to become in perfect conjunction with the material world, the spiritual world, and with love, which is the essence of God. He taught the diviinity of Christ, but denied the doctrine of the atonement.

Swedenborg established his Church of the New Jerusalem in 1757, when he claimed the last judgment took place. For some years after his death his doctrines had considerable vogue, but the numerical strength of the church was never great. There are about 10,000 Swedenborgians in the United Kingdom, and a somewhat less number in the United States. There are also congregations in most European countries, but probably 40,000 would be an outside estimate of the total number of persons professing this faith at the present time. It must not be inferred that the influence of this remarkable man and profound scholar is as narrow as these figures indicate. Stripped of their extravagant features, his teachings are worthy of all respect, and his works are far from being disregarded by those who are seeking after light upon the relations of mankind to the Universe and its Creator.

CHANGES IN BELIEF.

One does not have to be very old to have seen a great change in the presentation of religious instruction from the pulpit. It is possible even now by visiting some localities remote from the stream of progress to hear men discoursing on the most blood-curdling themes, which they conscientiously believe are religious truths. We recall a sermon on missions, preached in an educated community some thirty-five years ago, in which the preacher admitted that the work done up to that time in China had been almost a total failure, but he said it was the duty of the churches to keep on sending missionaries until every person in China had had an opportunity of embracing the Gospel, in order that the Almighty might be justified in the final judgment in condemning the race to eternal punishment. He frankly admitted that he could see no other reason why the Gospel should be preached to such a people as the Chinese. If we go a couple of centuries further back we find men committing the most awful atrocities in the name of the religion of Christ. Such things as this show that religious faith takes its external character from its environment, and we may reasonably conclude that what is true of Christianity has been true of every other religion professed by mankind. The germ of truth may be present, but the external manifestations may be completely at variance with it. When not very long ago some one unearthed in the ruins of an ancient city in the Euphrates valley a prayer very closely resembling the Lord's Prayer, some astonishment was expressed that so simple a petition to the Deity, and one recognizing His fatherhood in such a special way, should have been used by a people living centuries upon centuries before Christ, and supposed to be idolators. A very natural question was as to what had become of the cult out of which such a prayer had come, but in view of the changes which we have seen in religious matters during the last few centuries, it ceases to be a matter of surprise that in the course of thousands of years mankind may have drifted far from high ideals of God and human duty. We do not care to draw conclusions from fragmentary data, but we think we see a reason to believe that the decadence of nations has been synchronous with their departure from a simple faith in God and the recognition of His fatherhood.

Changes are in progress now. Millions of people, who live orderly lives and consider themselves respectable, do not enter a church from one year's end to another. They will tell you frankly that they do not find what they want in the churches, and many of them are earnest year or two many prominent writers seekers after truth. During the last have insisted that the United States is not a Christian nation, and they have done so not regretfully, but boastfully. As is well known, the name of God does not appear in the Constitution of the United States, and the effort recently made to stir public opinion up so as to create a feeling for a change in this respect was a flat failure. And yet the United States is a nation founded by the Puritans in large measure, and they were the most religious sect of their time. The American Republic is only the outgrowth of Puritanism, and yet "God is not in the Constitution." In truth we are witnessing in America and also in Europe, as great a religious change as that which converted the Israelites into worshippers of Baal. Is this change a symptom of national decay? The disposition of most people will be to say that it is not, but is, on the contrary, a sign of intellectual vigor. We suppose the ancient people of the Euphrates town, when they departed from a simple faith in the Fatherhood of God and invented foolish fables and abstruse systems of forgotten philosophy, thought that they were only becoming intellectually vigorous. There are troublous times ahead for civilization. The world was never in greater need of salvation than today, and can find it only in the principles of the Gospel of Christ. Make no mistake about this. Christianity alone can save civilization from the dangers threatening it from within and from the rising menace of Orientalism.

Some one, signing himself "Employee" writes a letter in justification of certain acts of the tramway officials. Our correspondent omitted to send his name, and for this reason, if for no other, we could not print his letter. But we had already decided that the matter must end as far as the columns of the Colonist are concerned. In fairness to the employees of the company we will, however, say that he defends the failure of the cars to stop on some occasions by pointing out that the schedule only contemplates certain stops and any additional ones will prevent the cars being run on time.

LETTERS TO THE EDITOR.

THAT SCHOOL COMPETITION..

Sir,—I understand that the chairman of the School Board was quite worked up yesterday over the matter of the expert's report in the above, because someone asked him if it was to be published, and used unbecoming language. The mere fact that he waxed thus indignant would seem to indicate that the ratepayers and competitors should, in justice to themselves, have that report published. If everything has been square and above-board, there should be no hesitation on the part of the Trustees to have everyone read what the expert said concerning the various designs.

THOMAS HOOPER.

TRADE WITH AUSTRALIA.

Sir,—It was good to read in yesterday's Colonist (August 16th), that Canadian exports to Australia had increased fifty per cent, the only article in which there had been a decline being flour, a commodity with which in a good year, Australia should be able to supply her own demand. Satisfactory as the present state of things would appear, there is room for a very great expansion of trade between the two countries. There is a large and growing demand in Australia (and in New Zealand) for products which we are pre-eminently qualified to supply. The United States, (I am writing without the figures before me) export about fourteen times as much to the Antipodes as we do, and yet there is no item which cuts any large figure in their list of exports, except tobacco, in which we ought not to be able to hold our own with the Americans. What are the reasons for the great disparity between our trade and theirs? In the first place, the United States is well known as a manufacturing country, and Canada is only just "out," as it were, among the competitors for the world's trade. They have the valuable asset of an established trade-name, and the products of this continent, when sent abroad, are commonly known as "American," and assumed to come from the United States, with the natural result that it is to the United States the buyers look for a furher supply of the same class of goods. In the second place, the United States by reason of its seventy million people, has a larger home market for its manufacturerers, who can produce on a larger scale and have always on hand a greater bulk of surplus products for export. In the third place, we have no efficient means of transportation, and are severely handicapped by reason of the trade route to Australia being by way of the United States, our lumber trade in particular having suffered thereby. Surely the best way in which we could even things up would be by obtaining better terms than our competitors in the markets of Australia and New Zealand, and the best way to obtain these terms would be by offering like terms in exchange. There never was a better time than this for securing unrestricted trade reciprocity with Australia and New Zealand, nor is there a better instance of an occasion where patriotism and material interest go hand in hand. Three of the newest countries in the world with boundless scope and promise are rapidly growing together under the same flag. How can they be better engaged than in the profitable undertaking of helping each other to grow? Large as the Australasian trade with America is there has been a shrinkage during the last two or three years brought about by the heavy American tariff. Australia, and to a less extent, New Zealand, have a fiscal policy like our own, raising revenue from duties on imports. If we gave them the free access to our market, which they are denied by our neighbors, and obtained the same privilege in theirs, we ought to be able to practically drive the Americans out of their markets in many articles of commerce, with a great increase in the total volume of our trade as a result. The Australians are great buyers of agricultural implements, and at the present time we supply almost exactly one-half, the United States the other. With a preference in their markets, is there any reason why we should not supply the whole amount? I give this extract from a recent work on New Zealand (and the facts are equally true of Australia), to illustrate my meaning: "The farmer makes the road to his farm with an American pick and shovel; he puts in his wheat with an American drill he reaps it with an American reaper and binder, he pumps the water for his harvest hands through an American pump, he takes his wheat to a mill where the most intricate machinery is American, he drives round town in buggy that is mostly American, his timber is cut with an American ax, the hammer that drove the nails in his house was an American hammer, his saw was American, and his wheat rolls into Wellington behind an American locomotive. With unrestricted reciprocity we should probably read "Canadian" wherever "American" occurs. In pulp and lumber we practically do not compete, but with a distinct preference in Australasian markets, we ought to corral both these trades and the much talked of pulp factory would spring up on Vancouver Island. Another effect of this policy would be to stimulate shipbuilding in this province, and change the centre of western commerce. Victoria, not San Francisco, should be the headquarters of shipping on the Pacific coast. The "British preference" was one step along the line of Imperial unity; let trade reciprocity with Australasia be the next.

A. F. WELBY-SOLOMON.

Cherrybank, 17th August, 1901.

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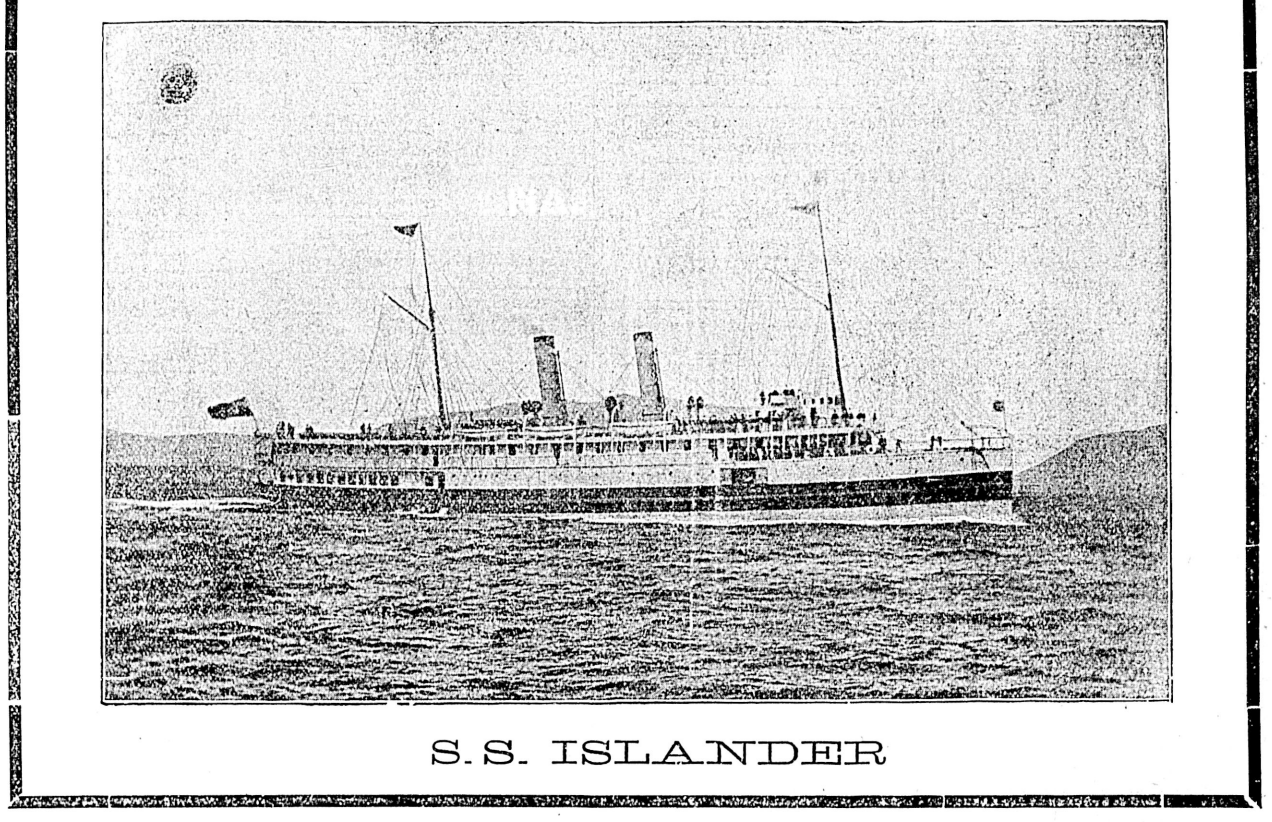
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S.S. ISLANDER

A SUCCESSFUL POEM.

Perhaps some of the best poems that have ever been written have rarely reached the kind of success implied by public quotation and discussion; but that cannot be said of the poem containing the stanza with which Mr. Chamberlain closed his recent Dominion Day speech in London; and which runs as follows:

Laugh, little folks, for joy to think that
England's sun has set;
But Fame laughs louder than you all, and
Freedom louder yet,
Take back your spite-engendered sneer,
your conscript-nurtured scorn;
Hark to the cry that comes from East,
out-heralding the morn:
And westward of the sunset, from the
race ye so revile,
From continent to continent, it sounds
from isle to isle,
From by the broad St. Lawrence, from
beneath the Southern Cross
"We, we are England's, count with us
before you count her lost!"

The audience were greatly pleased with the quotation, both for its aptness and its latrinsic merit, but were quite ignorant of the authorship of the poem. Subsequent inquiry of Mr. Chamberlain elicited the fact that all he knew of the poem was that it had been published by the Toronto Mail and Empire, early in the war, and that he thought it was "anonymous." The Toronto Mail and Empire has since explained that the poem containing this stanza was published in the issue of that paper for December 6th, 1899; and it republishes another good stanza of the same poem, as follows:

Longer than ocean's leagues it comes and
louder than its foam,
"The Motherland is calling us—we're wanted, boys, at home!
To fight the Empire's battles, to wear the
English rose"
And clarion-like and clearer still it
gathers as it grows.
"Take us!" their manhood cries as one:
"we heed not limb nor life!"
"Take them, they're yours, we grudge them
not," cry mother, sister, wife.
"Ten thousand men to fight for you of British blood and breed,
Aye twice ten times ten thousand shall be
with you if you need.
We are as staunch as brave Natal, that
bears the battle's brunt,
In gear and gold, and side by side, fights
with you at the front."

Our Toronto contemporary, however, cannot claim the authorship of the poem either for itself or for any one on this side of the water, and adds that it came from a London paper, and "is part of a poem that was recited by a well-known actress at one of the entertainments given in aid of the Red Cross."

Did it ever strike you that you can buy Jesse Moore whiskey for the same price that is paid for just ordinary whiskey?

DEDICATED TO THE KING.

The Kamloops Sentinel states that it is in receipt of a copy of a new poem, entitled "The Lion's Brood," by "Anglo American." Miss Marie Joussaye, of Kamloops. This poem was dedicated to King Edward VII. and the author has received a personal acknowledgment from His Majesty couched in very kind and courteous language. The dedicatory verses are as follows:

To King Edward VII. Greeting.
O King! who standeth in the place
Of her who ruled so well and long
And lifts the sceptre she laid down,
God keep you brave and true and strong.
That you may worthy wear the crown
She wore with wisdom, strength and grace.

And if with grief our hearts should swell,
When first, with faltering lips, we say
"God save the King!" and "Heaven bless
His Majesty!" forgive, we pray.
'Tis not because we love thee less,
Beloved of her we loved so well.

But that we loved thy mother more,
And that our grief, as yet, is new.
When time hath dulled the edge of pain,
We'll gladly render homage due.
"God save our King!" long may he reign
And spread his realms from shore to shore.

WHY SHE WANTED TO KNOW.

From the Indianapolis Star.

"Is this Hazel street?" asked a young woman in one of the back seats of an East Tenth street car, who was carrying a diminutive poodle dog under her arm.

"No, madam," said the conductor. "I will tell you when we come to it."

Later on she repeated the question and the conductor answered with some show of impatience. Finally when Hazel street was reached he rang, and the car came to a stop. "This is Hazel street," said the conductor.

"Oh I don't want to get off at that street. I only wanted to know where it was; I go to the end of the line.

Then as the car started again she looked down at the pug and said in tones of extreme affection: "There, dearie, there's where your muddy lives!"

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